



Coordinated Development District Concept Plan #2015-0005
1200 N. Fayette Street – Braddock Gateway

Application	General Data	
Project Name: Braddock Gateway	PC Hearing:	April 5, 2016
	CC Hearing:	April 16, 2016
	CDD Expiration:	December 31, 2027
	Plan Acreage:	7.06 acres
Location: 1200 N. Fayette Street 1100, 1200, 1200 A North Fayette Street, 1219 First Street (parcel address: 1225 First Street)	Zone:	CDD #15
	Proposed Use:	Mixed Use (retail, residential, and hotel)
	Gross Floor Area:	844,395 square feet
Applicant: Jaguar Development L.C.	Small Area Plan:	Braddock Metro Neighborhood Plan
	Historic District:	N/A
	Green Building:	Compliance with City's Green Building Policy

Purpose of Application

Consideration for amendments to Coordinated Development District #15 to consolidate phasing, reconfigure buildings, change uses, reduce height, and modify infrastructure improvements.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Chief of Development robert.kerns@alexandriava.gov

Dirk H. Geratz, AICP, Principal Planner dirk.geratz@alexandriava.gov

Ryan Price, Urban Planner ryan.price@alexandriava.gov

PLANNING COMMISSION ACTION, APRIL 5, 2016:

On a motion by Commissioner Dunn, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of CDD #2015-0005, subject to all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 7-0.

Reason:

The Planning Commission agreed with the staff analysis. There was discussion by Commissioner Macek about naming the future park road Douglas Road to align with the existing Douglas Road that connects from Fayette Street eastward to Route 1. Staff and the applicant noted the logic to this naming and that it would be considered when the street naming process occurs as part of the DSUP process for Phase 2 of the project. Commissioner Macek also referenced installation of a traffic signal at Douglas Street and Route 1 that is required as part of Phase 2 of the CDD, noting this traffic light and associated pedestrian crosswalks will be critical to promoting connectivity between the new community park in Braddock Gateway to Powhatan Park across route 1 to the east as envisioned by the Braddock Metro Neighborhood Plan. Staff and the applicant's counsel confirmed these intersection improvements are required as part of Phase 2. Commissioner Macek noted his support of the Fayette Street extension, and that it would reduce the psychological barrier of these two areas of the City, and also that this extension does not provide new access from Route 1 to Fayette Street or greatly change access to Fayette Street from Slaters Lane, so the traffic circulation and volumes from Route 1 to Fayette Street that are a concern for many would not be worsened by this street extension. Commissioner Macek also mentioned that there is already a prohibition on cut-through traffic on Fayette and Payne Street which would regulate any additional traffic generated by the new street connection to Slaters Lane. Commissioner Macek also commented that given the scale of these buildings and the proximity to the Metro station, that metro-oriented access from the buildings should be incorporated into the design as part of the DSUP process. Commissioner Koenig concurred with the traffic related points raised by Commissioner Macek and noted his support of the Slaters Lane extension. Commissioner Koenig also mentioned his support for more retail along Fayette Street, and that the change for the Payne Street extension from vehicular focused to pedestrian and bicycle focused was a positive trade-off. Regarding the open space, Commissioner Koenig encouraged the applicant to fully utilize the rooftop open space and provide resident amenities and/or green features as part of the DSUP process. Commissioner Wasowski concurred with the other comments, and added that streets should also be viewed as a public good as something that everyone shares, and that connecting the street grid for multiple modes is a positive move. Commissioner Wasowski also noted that the expectation of the community park is that it will be active, and not just a passive area with ground cover which has been the case with many of the finger parks in Potomac Yard. Madam Chair Lyman expressed her support noting that the changes to the CDD concept plan are an improvement over the previous version and that the use of the open space and added connectivity make the plan flow better. Commissioner Brown expressed his support for the amendments, in particular the additional retail space. Commissioner Brown inquired with the applicant's counsel about saving a mulberry tree on the site, and it was confirmed that the tree would be need to be removed as part of the site disturbance.

Speakers:

Mary Catherine Gibbs, Hart, Calley, Gibbs & Karp, P.C., representing the applicant spoke in

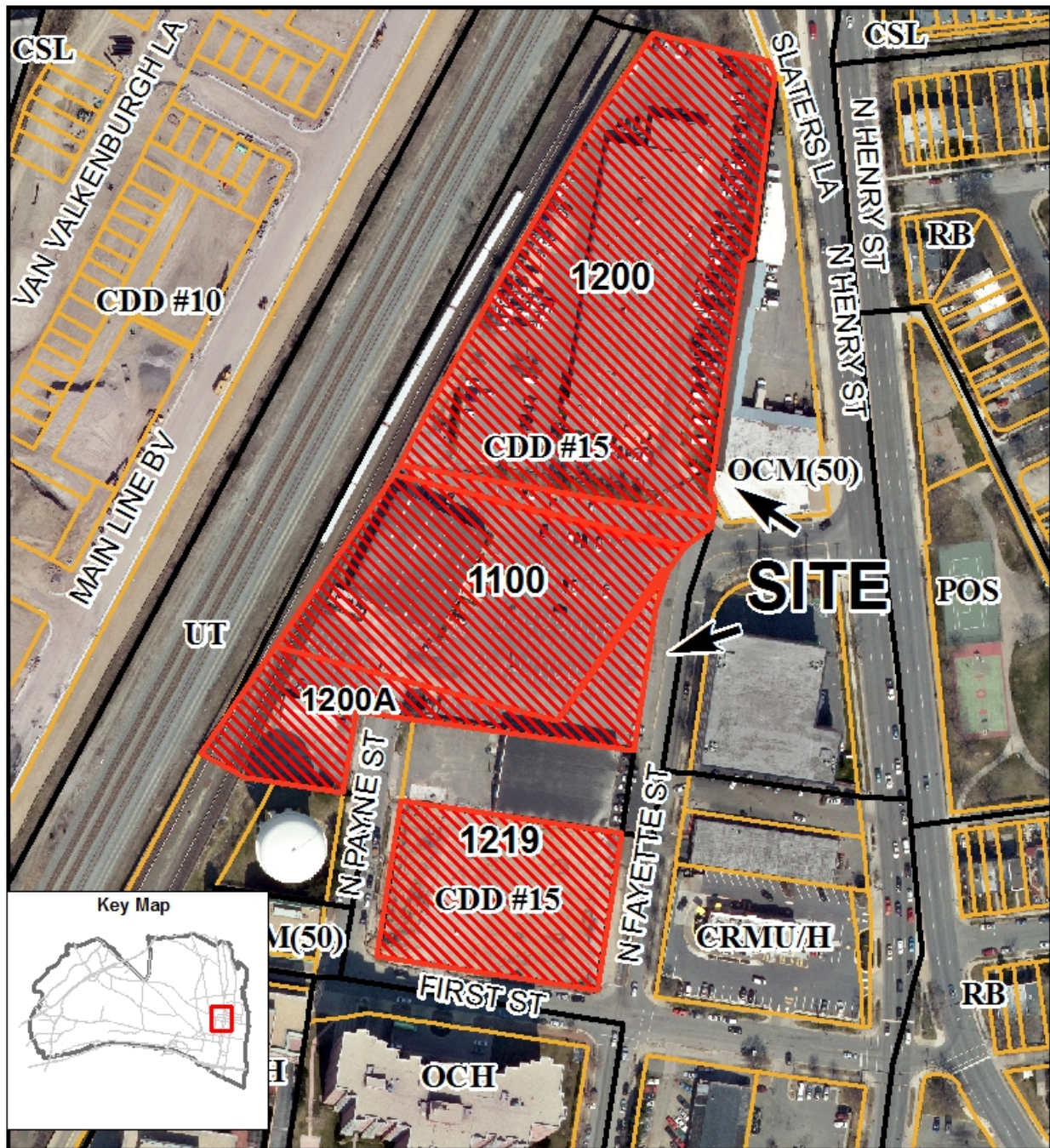
favor of the project. Ms. Gibbs noted support for the project has been received from staff, the Braddock Metro Civic Coalition, and the Braddock Implementation Advisory Group (BIAG). Ms. Gibbs reiterated that this amendment is related to only Phase 2 and 3, and that Phase 1 is not in scope for the amendment. Ms. Gibbs commented on the expanded connectivity provided by this plan particularly on Fayette Street, which will now under this amendment include a dedicated bike lane, the width of which has been analyzed as part of the design process and has incorporated into the conditions of approval for the CDD. Additionally, Ms. Gibbs noted that the pedestrian/bike path along Payne Street is also improved over the original approval, and will enhance connectivity within the neighborhood. Ms. Gibbs noted that the development is not exceeding the original floor area totals for the development, and asked for the Commission's support.

Judy Noritake, President, Braddock Metro Citizens' Coalition spoke in favor of the project. Ms. Noritake noted that the community has been anticipating development on this site, and understands that the proposed changes to the project make it more likely to move forward, which is something the her citizens association supports. Ms. Noritake also mentioned that they want the density on this site, and understand that it will allow retail amenities to come to the neighborhood. A couple things they would like the developer to pay attention to include; providing dog related amenities, and providing active recreational opportunities for residents. Ms. Noritake noted her support of the Fayette Street extension and that it would also be a useful bicycle .

Sarah Becker, 1200 Princess Street, spoke in support for the Gateway project except for the new Fayette Street connection at Slaters Lane. Ms. Becker noted the 3 of the 7 principles of the Braddock Road Metro Area Plan, specifically highlighting that the principal calling for improvement and enhancement of US Route 1 included reducing congestion. Ms. Becker noted that she is not in support of the proposed Fayette Street connection with Slaters Lane. Ms. Becker commented that the developer is being granted too many breaks from the City, and that history is negatively repeating itself referencing the time period of 1990-1993 as a comparison. During that time, Mayor Jim Moran asked Ms. Becker to serve on Alexandria 2020 task force. An effort that brought in then Governor Douglas Wilder to ask for assistance with regard to traffic options, which included the tunneling of Route 1. Ms. Becker noted that the Governor and most of the task force agreed with the Route 1 tunnel option, however the City let the option lapse, instead offering a new east-west access road from North Henry Street to North Fayette Street at the Monroe Bridge. Ms. Becker noted this access road made Fayette Street a cut-through route, remediation efforts of this issue began in 1991. Ms. Becker concluded by saying the evidence of the negative impacts of the east-west road should be considered when looking at this proposed Fayette Street extension. Ms. Becker also had questions about the details and scope of the traffic study conducted for this project. Ms. Becker asked that the staff report be accepted with the exception of all references to the proposed Fayette Street extension to Slaters Lane.

Leslie Zupan, president of West Old Town Citizens Association, spoke against the Fayette Street connection with Slaters Lane. Ms. Zupan noted massive problems with southbound cut-through traffic on Fayette Street which was resolved through the efforts of Sarah Becker. Ms. Zupan expressed her concerns in a letter to the Director of the Planning and Zoning

Department, which was inadvertently left out of the docket materials. Ms. Zupan noted that it was also not mentioned in the staff report. Ms. Zupan commented on a walking tour that she led along Route 1, and mentioned that many were surprised by the volume of traffic on that road. Ms. Zupan noted that building the Fayette extension will create more traffic, and will make the street less walkable due to the volume of traffic that will ensue. Ms. Zupan mentioned that her concerns were not addressed, and that the community concerns were not addressed with regard to this street extension. Ms. Zupan concluded by noting the current situation with Metro and the possible long-term closures will only worsen traffic in the area, and that history will repeat itself along Fayette Street if the extension is constructed.



CDD Concept Plan #2015-0005
1100, 1200, 1200 A North Fayette Street
& 1219 First Street (parcel address: 1225
First St)



I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends **approval** of the proposed amendments to the Braddock Gateway development (CDD#15). The proposed amendments do not alter the general intent and vision for the 7-acre parcel as a visible gateway community that is walkable and transit-oriented, with high-quality architecture and a mix of uses. The development will provide a wide range of benefits for the City and surrounding community which include:

- Activation of a large metro-proximate area that is also a prominent entrance into the Braddock Neighborhood
- A new 2/3 acre community park
- A \$5,000,000 affordable housing contribution
- New retail amenities for the neighborhood
- \$250,000 contribution for improvements and maintenance in Powhatan Park
- Over \$1,000,000 contribution to the Braddock Metro Neighborhood Streetscape Improvement Fund and the Braddock Metro Neighborhood Open Space Fund (exact amount to be calculated during DSUPs for each phase)

B. General Project Description

The applicant, Jaguar Development L.C., is proposing an amendment to the approved Braddock Gateway CDD #15, which is a 7-acre mixed-use transit oriented development site, located in the northern most portion of the Braddock Metro Neighborhood. The triangular site is bounded by WMATA and CSX rail tracks to the west, Fayette Street to the east, and First Street to the south. The multi-phased development will include three multi-family buildings with ground floor retail, a 2/3 acre community park, improving walkability and the street network, and various streetscape improvements. At full build-out, the site will contain approximately 757,000 net square feet of development composed of approximately 811 residential units, and 18,000 square feet of ground-floor retail. The applicant is proposing to construct the development in three phases:

Table 1: Braddock Gateway Phasing

Phase	Program
Phase 1 (under construction) DSUP2011-0002	<ul style="list-style-type: none">• 211,244 net square feet of total development• 270 multi-family residential units• 1,500 square feet of ground floor retail• Underground parking• Streetscape improvements on First Street, Payne Street, and Fayette Street
Phase 2	<ul style="list-style-type: none">• 241,684 net square feet of total development• 253 multi-family residential units

	<ul style="list-style-type: none">• 9,148 square feet of ground floor retail• Underground parking• 2/3 acre community park• New street around the community park• Streetscape improvements on Fayette Street, and the new Park Road
Phase 3	<ul style="list-style-type: none">• 285,205 net square feet of total development• 288 multi-family residential units• 8,242 square feet of ground floor retail• Underground parking• New Fayette Street extension connecting with Slaters Lane• Streetscape improvements on new Park Road and Fayette Street extension

II. BACKGROUND

A. Project Evolution

Since its inception, the plan for Braddock Gateway development has undergone several changes over the years. A summary of the project evolution is provided below:

2008 – Original Approval: The applicant approached the City in 2005 with a proposal for a mixed-use development on the southernmost one-acre portion of the property. Subsequent to the initial plan submission, the applicant acquired six additional acres north of the one-acre site. Accordingly, staff encouraged the applicant to consider a coordinated development for the overall site. During these early discussions, the Braddock Metro Neighborhood planning process commenced and the notion of increased height and density on this site, as well as the provision of a large public open space was discussed by the community. As a result of these discussions, the applicant proposed a conceptual development plan with coordinated site design, increased building heights, public open space, underground parking, and other public benefits. CDD #15 and the Braddock Metro Neighborhood SAP were both approved at the March 2008 City Council hearing. It was agreed that the CDD complied with the new Braddock Metro Neighborhood SAP principals and policies.

2011 CDD Amendments: Shortly after the original 2008 approval, the global economy slowed and the impacts of the Great Recession took its toll on development projects in the City and beyond. In an effort to facilitate redevelopment in the midst of the deteriorating economic conditions, the applicant proposed a series of amendments to the CDD that were approved by City Council in September 2011. The amendments included; (1) changes to phasing and timing of the development and associated infrastructure improvements such that the building closest to the Braddock Metro Station could develop first, (2) a reduction in the parking ratio of the first building to be consistent with the Braddock Metro Neighborhood Plan, (3) waiving the inflation adjustment for the affordable housing contribution by 10 years, (4) updating the Transportation Management Plan requirements to align with newly adopted City standards at that time, (5) increasing the green building requirements of the CDD to meet the City's Green Building Policy

which was adopted after the original 2008 CDD approval, (5) the addition of stormwater and sanitary sewer infrastructure conditions that align with the City's Eco-City Charter, and (6) technical revisions to the conditions to remove DSUP-level requirements from the CDD.

Phase 1 DSUP and Extension: Concurrent with the 2011 CDD Amendments, the developer received approval to move forward with the Phase 1 DSUP for the CDD in September 2011 (DSUP2011-0002). Phase 1 is located on a 1-acre parcel in the southern portion of the CDD, and when completed will include a 15-story apartment building with 270 residential units and 1,500 square feet of retail space on the ground-level. The Final Site Plan process for the Phase 1 DSUP was completed in 2012 and Building Permits were released shortly thereafter. Construction was delayed due to economic uncertainty and financial restructuring within the development team. The applicant was granted a 3-year DSUP extension in September 2014, and has since started construction on the site. Phase 1 is anticipated to be completed and occupied by early 2018.

Phase 2 DSUP: The developer received approval for a DSUP to construct Phase 2 of the CDD in June 2012. At that time, Phase 2 was to include a 185-unit residential building with ground floor retail and the 2/3 acre community park. The building was approved to be 12 stories tall at approximately 140 feet. The developer was unable to move forward with the approved DSUP due to financial reasons, and the DSUP expired in June 2015.

B. Site Context

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

C. Summary of Changes to the CDD

The applicant is proposing to amend the CDD#15 Concept Plan to adjust several components of development. While the changes are substantive in nature, the overall density, floor area, and general site layout in context to the surrounding neighborhood remain unchanged. The following changes are proposed for the CDD:

- **Phasing:** As currently approved, CDD#15 contains five separate phases. With this amendment, the applicant is proposing to consolidate the phasing into three separate phases. Building 1, located at 1219 First Street would remain in Phase 1, which is currently under construction (DSUP2011-0002). Building 2, the community park, and associated infrastructure would be constructed as part of Phase 2, and Building 3 and associated infrastructure would be constructed as part of Phase 3. The expiration of the CDD remains unchanged from the original 2008 approval (December 31, 2027).
- **Quantity of Buildings:** As currently approved, the Braddock Gateway CDD would have five separate buildings totaling approximately 844,557 gross square feet. With this amendment, the site would have three separate buildings totaling approximately 844,395 gross square feet. While the total number of separate buildings would be reduced with this amendment, two of the proposed buildings will each have two distinct footprint areas linked together by enclosed pedestrian bridges. Therefore, from a visual perspective, the number of structures on the site remains unchanged. It's also important to note that the overall square footage of the CDD will remain essentially the same. While, the exact floor area and unit counts for the buildings will be solidified during the DSUP process for each phase, the maximum net square footage permitted within the CDD remains unchanged from the original 2008 approval at 770,000 net square feet, which equates to an FAR of 2.5. This density is consistent with the Braddock Metro Neighborhood Plan.
- **Building Heights:** With this amendment, the applicant is proposing a maximum height of 85 feet for both Building 2 and Building 3. As currently approved, the maximum height for Building 2 and Building 3 are 144 feet and 120 feet respectively. The southernmost building (Phase 1), which is currently under construction, would remain unchanged at 150 feet in height. The 50-foot building shoulders along Fayette Street will remain as called for by the Braddock Metro Neighborhood Plan.
- **Uses:** Echoing the vision of the Braddock Metro Neighborhood Plan, CDD#15 was designed to be a mixed-use community and allows for residential, retail, office, and hotel uses within the 7-acre site. The CDD was designed to be flexible with regard to uses, so that each phase can be implemented with an option of uses. The applicant is proposing to maintain this flexibility, while shifting some of the use options within each of the phases. The most significant changes proposed with this amendment include an increase in the amount of retail on the site, and changing the office building in Phase 5 to a residential building in Phase 2. In terms of the retail, the applicant is proposing to add approximately 17,000 square feet between both Building 2 and Building 3. Previously, approximately 2,000 square feet of retail was to be included as part of Building 2 only. Regarding the office use, Building 5 in the previous version was to be a 70,000 square foot office building. This CDD Amendment proposes to consolidate the floor area of Building 2 and Building 5 into 1 residential building (Building B2) as part of Phase 2. Table 1 below summarizes the proposed use changes:

Table 2: Braddock Gateway Permitted Uses by Phase

Permitted Uses As Currently Approved	Permitted Uses Proposed Amendment
Phase 1: <ul style="list-style-type: none"> Residential Retail 	Phase 1: <ul style="list-style-type: none"> Residential Retail
Phase 2: <ul style="list-style-type: none"> Residential Retail Community Park Office 	Phase 2: <ul style="list-style-type: none"> Residential Retail Community Park Office Home for the elderly
Phase 3: <ul style="list-style-type: none"> Residential Office Hotel 	Phase 3: <ul style="list-style-type: none"> Residential Office Retail Hotel Home for the elderly
Phase 4: <ul style="list-style-type: none"> Residential Office Hotel 	Phase 4 merged with Phase 3
Phase 5: <ul style="list-style-type: none"> Residential Office 	Phase 5 merged with Phase 2

- Street Network:** The applicant is proposing changes to the Payne Street and Fayette Street extensions as part of this amendment to CDD#15. The existing approval calls for extending Payne Street north of the community park and looping east to connect with Fayette Street as part of the previous Phase 3. The applicant is proposing to shorten this Payne Street vehicular extension such that it would terminate south of the park and feed into Building B2 as part of the proposed Phase 2. In place of the vehicular extension of Payne Street, a pedestrian/bicycle path will extend from Payne Street following the same general route as the previous Payne Street extension, connecting the community park and northward to Building B3. As currently approved, Fayette Street would be extended north and connect with the approved Payne Street extension as part of Phase 3. The applicant is proposing to extend Fayette Street farther north and connect it with Slater's Lane as part of Phase 3. The proposed connection would allow for one-way vehicular traffic heading south on Slater's Lane and two-way bicycle and pedestrian traffic. Northbound traffic on Fayette Street would terminate at the northern lobby of Building 3.

III. ZONING

Table 3: Zoning Information

Property Address:	1200 N. Fayette Street	
Total Site Area:	7.06 acres (307,541 square feet)	
Zone:	CDD#15	
Current Use:	Office/Commercial/Warehouse	
Proposed Use:	Residential/Retail/Hotel/Office/Home for the Elderly	
	Permitted/Required	Proposed
FAR	2.50	2.46
Parking	816	816
Loading spaces:	3	3
Open Space	35%	36%
Building Height	Phase 1: 150 feet (maximum) Phase 2: 144 feet (maximum) Phase 3: 120 feet (maximum)	Phase 1: 150 feet (150 feet max still permitted) Phase 2: 85 feet (144 feet max still permitted) Phase 3: 85 feet (120 feet max still permitted)

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

The original 2008 CDD Concept Plan for Braddock Gateway was designed concurrently with the Braddock Metro Neighborhood Plan and was closely aligned with the goals and vision for the neighborhood. The proposed amendment to the CDD maintains this alignment with the Braddock Metro Neighborhood Plan, and strengthens some specific components of its vision. The proposed development complies with the Plan's general guidance in areas such as:

- **Gateway Feature:** The plan identifies the northern tip of the Braddock Gateway site as a critical gateway location for the neighborhood. The plan states that “gateways are meant to create a sense of entry into the neighborhood for walkers, drivers, and cyclists at strategic locations” (page 90). This gateway feature will continue to be part of the CDD and will be incorporated into the architecture of Building 3, and the entry experience on Fayette Street will be further defined by the open space (community park and retail plaza), streetscape, and retail options.
- **Building Height and Scale on Fayette:** While the heights of Building 2 and Building 3 would be reduced on the CDD Concept Plan with this amendment, the proposed heights within the three phases continue to be in compliance with the maximums prescribed by the plan (page 93), and these maximums would still apply in the CDD. Additionally, 50 foot building shoulders remain part of the design along Fayette Street as called for by the Plan to promote a softer, more pedestrian scale experience on the street (page 37, 92).
- **Neighborhood Serving Retail:** The plan calls for additional neighborhood serving retail in the community (page 48). The CDD amendment proposes approximately 17,000

square feet of retail in Building 2 and Building 3, which is about 15,000 square feet more than was previously programed in the CDD. The amount of retail fronting on the community park will be increased with this amendment, as ground-floor retail is now proposed for Building 3.

- **Fayette Street as a “Walking Street”:** The plan identifies the segment of Fayette Street between Queen Street and Route 1 as a neighborhood “walking street” (page 37). Design features such as building shoulders, active uses on the ground floor like retail and residential building lobbies, ample sidewalks, street trees, and bicycle facilities are identified in the plan as tools to create a walkable environment for pedestrians and bicyclists. CDD#15 contains all of these design elements along Fayette Street, and this proposed amendment increases the amount and location of active uses along Fayette by introducing retail to Building 3, and also provides additional bicycle facilities on Fayette Street extending up to Slater’s Lane.
- **Additional Bicycle Routes:** The Braddock Neighborhood Plan places a heavy emphasis on cultivating bicycle and pedestrian infrastructure improvements noting “a high-quality pedestrian and bicycling environment is essential to the success of any TDM program (transportation demand management) implemented in the area” (page 78). Furthermore, Fayette Street is identified as a prime route for development of a “bike boulevard” (page 79). With this CDD Amendment, the applicant is proposing to add shared-lane pavement markings for bicycles (known as “sharrows”) along Fayette Street north of the community park adjacent to Building 3. Additionally, separate bicycle lanes are proposed on the one-way segment of Fayette Street connecting with Slater’s Lane, which will provide a bicycle link to the existing trail network east of the site such as the Mt. Vernon Trail along the Potomac River. The current CDD approval does not include these bicycle related improvements along the Fayette Street extension.

In addition to the items above, many components of the CDD specified in the Braddock Metro Neighborhood Plan remain unchanged from the original approval such as: parking will be provided underground (with the exception of retail parking in Building 2 which will be structured at-grade parking), a 2/3 acre community park will be provided between Building 2 and Building 3, and monetary contributions will be provided to the City’s affordable housing fund, the Braddock Neighborhood Streetscape Improvement and Open Space Funds, and for improvements and maintenance of Powhatan Park

It’s also important to note there are a few components of the proposal that are not consistent with the Braddock Metro Neighborhood Plan. In terms of connectivity, Payne Street does not extend as far north for vehicular traffic as depicted in the Plan. The Plan also called for a walking route along the railroad tracks north of the water tower which is not part of this or the previous proposal. The change in uses, notably the office building shifting to residential and the additional ground floor retail proposed for the site are also not specifically identified in the Plan.

B. Building and Site Design

While the applicant is proposing to modify the quantity, footprint, height, and configuration of the buildings within the CDD, the overall style of the architecture will remain in the spirit of the original CDD approval. It's also important to note that the design of Building 1 remains unchanged and is not in the scope of this CDD amendment. Both Building 2 and Building 3 will have two major components that are linked by glassy pedestrian bridges. The design approach for Building 2 and 3 is to create four distinct building styles that read as separate structures but relate stylistically and are physically adjoined. Additionally, staff worked closely with the applicant to incorporate varying heights and vertical articulation of the roofline. Both buildings will have step down features in several locations and 50 foot building shoulders along Fayette Street to break up the massing and provide visual interest. The eastern component of Building 2, which is located along the southern frontage of the community park, will be in the art deco style as originally approved in the CDD. The western component of Building 2 and the northern portion of Building 3 are a contemporary interpretation of mercantile buildings, while the southern portion of Building 23 has a more traditional style with use of red brick and punched openings on the façade. Additional details related to architecture and building materials will be evaluated during the DSUP process for each phase, but will generally align with the representation of the CDD Concept Plan submitted with this application and follow the design parameters set forth in the Braddock Metro Neighborhood Plan.

C. Open Space

The amount and configuration of open space within the CDD will remain essentially the same with the proposed amendment. A majority of the open space offerings on the site will be at the ground level and within the public realm. As called for by the Braddock Metro Neighborhood Plan, the focal open space feature of the CDD is the community park located between Building 2 and Building 3. At, approximately 28,000 sq. ft. in size, the proposed park is centrally located on the 7-acre site, directly west of the existing Powhatan Park located at N. Henry and Vernon Streets. The placement of the park was intentional, as it offers a visual and a physical connection with Powhatan Park. In addition to enhancing open space connectivity in this area, the alignment of these two parks serves to visually connect the Braddock Gateway site with the neighborhoods east of Route 1. The new community park will be approximately 100 feet in width and 280 feet in length. For comparison purposes this central open space feature is approximately half the size of the adjoining Powhatan Park or approximately half the size of Market Square in Old Town. Programing and design of the park will occur as part of the DSUP process for Phase 2, but in general will be a passive open-space park with a series of spaces that will provide out door rooms for recreation. The park design will also receive public input from the local residents, be coordinated with City staff and contain interpretative elements recalling the history of the site. The primary purpose of this open space is to provide a passive area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a monument or statue. In addition to the community park, open spaces around the buildings will serve as pedestrian connectors, linking the new buildings to the Braddock Metro Station to the south, and Slater's Lane to the north. Table 4 below provides a summary of the open space proposed with this CDD amendment in comparison with the original approval. The revised building footprints in phases 2 and 3 are reflected in the open space calculations. The slightly

wider buildings and the addition of a private pool area in Building 3 have reduced the amount of ground-level open space slightly.

Table 4: Open Space Summary

	Required	As Approved	Currently Proposed Amendment
Ground-Level Open Space		106,388 sf (36%)	99,017 sf (34%)
Outdoor Amenity Space (above-grade)		7,137 sf (2.4%)	5,170 sf (2%)
Total	102,197 sf (35%)	113,525 sf (38.4%)	104,187 sf (36%)

Note: Details on open space to be determined during DSUP process for each phase

D. Street Blocks & Connectivity

The configuration and size of the blocks within the CDD will promote connectivity as called for by the Braddock Metro Neighborhood Plan. There will continue to be 4 blocks within the CDD per the original approval that connect the site to the Braddock Neighborhood street network to the south, and Route 1 and Powhatan Park to the east. The proposal will also link the site with Slaters Lane to the north for both southbound vehicular traffic and two-way pedestrian/bicycle traffic. Pedestrian and bicycle circulation on the site have been designed to connect the new residential and retail areas to the Braddock Road Metro Station. Additionally, the street network, bicycle infrastructure and amenities will be expanded with this project to increase the level of connectivity within the neighborhood and to the regional trail network.

E. Parking

The level of parking proposed with this CDD amendment is consistent with the original CDD approval. Parking for the Braddock Gateway development will be located in underground garages in each building which is in accordance to the Braddock Metro Neighborhood Plan. The only exception will be a small portion of the garage in Building 2 which will be located at grade to service the building's retail. Specific parking counts for each building will be finalized during the DSUP process for each phase; however the CDD Concept Plan and associated CDD conditions require parking counts that meet the retail ratios recommended by the Braddock Metro Neighborhood Plan (3 spaces per 1,000 gross square feet and an exemption for the first 1,200 gross square feet), and the City's new multi-family residential parking regulations.

F. Transportation

The Braddock Neighborhood is a transit-rich location in the City and the Braddock Gateway development will have access to these amenities. The site is within walking distance of the Braddock Metro Station on WMATA's blue/yellow lines, and is served by multiple bus routes. The overall street network in the Braddock neighborhood will expand northward with this development, as a new Park road will be constructed, and Fayette Street will be extended north

to connect with Slater's Lane. Based on the traffic study conducted as part of this CDD amendment submission, intersections in and around the Braddock Gateway development will continue to operate at acceptable levels of service based on the proposed density including the intersections of First St. and Fayette St. and First St. and Henry St. It should be noted that the number of intersections included in the traffic analysis was beyond the typical amount required by the City. This was to ensure the impacts of the proposed Fayette Street extension on the surrounding street network were fully analyzed and understood, given the concerns raised by the community regarding this potential connection. The applicant will be required to install a new traffic signal at the intersection of Fayette St. and Henry St. as part of Phase 2 of the development which will help mitigate potential traffic impacts at that intersection. As noted, the Fayette Street/Slater's Lane connection was also analyzed as part of this study and it was found that relatively low traffic volumes were expected to shift from Route 1 bound to the Fayette Street bound from this connection with Slaters Lane. The study found that the proposed connection will not impact the level of service at the intersections further south on Fayette Street because many of the vehicles using the new connection will be accessing the Braddock Gateway development, and those proceeding further south would have done so even without the new connection using the existing Fayette Street access from Route 1. The only northbound traffic expected on the new Fayette Street connection would be local trips destined for the Braddock Gateway site as the northbound segment terminates at the lobby of Building 3. It's important to note that the proposed Fayette-Slaters connection will not provide an alternative route for US Route 1 traffic, as there will be no additional access to Fayette Street directly from US Route 1 over what currently exists today.

V. COMMUNITY

The applicant presented the proposed CDD amendments to the Braddock Implementation Advisory Group (BIAG) on two separate occasions (May 11th 2015, and January 28th 2016). Issues discussed at those meetings included traffic concerns, building height transitions, retail space design and functionality, and building architecture. Staff was in attendance at both meetings, and has worked with the applicant to address issues and questions raised by the community.

VI. CONCLUSION

Staff recommends **approval** of the amendments to the CDD Concept Plan subject to compliance with City codes, ordinances and staff recommendations below.

Staff: Robert Kerns, AICP, Chief, Development Division
Dirk Geratz, AICP, Principal Planner, Development Division
Ryan Price, Urban Planner, Development Division

VII. GRAPHICS

Illustrative Site Plan



Massing Model



Perspective of the site looking west



Perspective looking north on Fayette St. towards intersection with the new park road



Building 2 Park Side Elevation



Building 2 Fayette Street Elevation



Building 3 Park Side Elevation



Building 3 Fayette Street Elevation



VIII. STAFF RECOMMENDATIONS

Summary of Changes for CDD2015-0005 Amendment:

Conditions Amended:

2, 3, 4, 5, 6, 7a, 7b, 7d, 7e, 7f, 8a, 8b, 8ci, 8cii, 8f, 9a, 9b, 9c, 9d, 9e, 10, 11a, 11b, 16, 17, 19, 22, 24, 24a, 24b, 27, 28, 47, 48, 50, 52, 54

Conditions Added:

7c, 8e, 23, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 49, 51, F-11, F-12

Conditions Deleted:

12, 15, 29, 30, 31, 32, 33, 53

A. GENERAL:

1. Any preliminary development plan(s) for the CDD, filed or pursued under § 5-605 of the Zoning Ordinance, shall be consistent with, and shall meet all requirements which are part of the Concept Plan and all applicable provisions of the City's Braddock Metro Neighborhood Master Plan. (P&Z)
2. **CONDITION AMENDED BY STAFF:** Notwithstanding any contrary provisions in the Zoning Ordinance, the Braddock Gateway CDD #15 - ~~1st Amendment~~ - Concept Plan Amendment dated December 15, 2015 hereby referred to as the Concept Plan, shall remain valid until December 31, 2027. (P&Z)
3. **CONDITION AMENDED BY STAFF:** Each ~~Landbay Phase~~ within the Concept Plan (Phase I, Phase II, Phase ~~III~~ ~~Landbay I~~, ~~Landbay II~~, ~~Landbay III~~, ~~Landbay IV~~, and ~~Landbay V~~) and all other applicable approvals to redevelop or develop any of the ~~landbays~~ phases pursuant to the approved Concept Plan shall obtain approval of a subsequent development special use permit. The central park-open space shall require approval of a separate ~~Landbay (Landbay VI)~~ as part of Phase II and shall require approval of a development special use permit. (P&Z)

B. PHASING:

4. **CONDITION AMENDED BY STAFF:** The ~~1st~~ Amendment to CDD #15 shall revise the proposed development phasing plan and any associated infrastructure and improvements. The proposed phasing plan associated with this amendment shall designate former Building B5 (part of Phase 5) to be part of Building B2 and part of Phase 2, former Building B4 (part of Phase 4) to be part of Building B3 and part of Phase 3. ~~Building #2, located on First Street to be reassigned to the first phase, and shall be referred to as Building #1, Landbay I hereafter. The amendment shall designate the former Building #1, located south of the central open space to be referred to as Building #2, Landbay II, Phase II, hereafter.~~

C. STREETS-INFRASTRUCTURE:

5. **CONDITION AMENDED BY STAFF:** The first preliminary development special use permit that is filed for the CDD shall be accompanied by a CDD Phasing Plan, which shall be updated and amended to the extent necessary with each subsequent preliminary development plan for each of the phases ~~landbay(s)~~. A preliminary development plan shall not be approved unless the Director of P&Z and the Director of T&ES have approved the CDD Phasing Plan which accompanies the development special use plan application(s). (P&Z)
6. **CONDITION AMENDED BY STAFF:** The applicant shall be responsible for dedicating all necessary right-of-way and or public access easement(s) as required herein. Where a public access easement is provided, the easement(s) shall be a perpetual public access easement for vehicles, bicyclists, and pedestrians, excluding the central open space which shall be a perpetual public open space easement. Construction of the infrastructure and open space improvements required herein shall be completed in accordance with the dates or events required herein unless an amendment to the CDD Phasing Plan is approved by City Council in conjunction with the approval of a preliminary development plan for the CDD. (P&Z)
7. **Streets**
 - a. **CONDITION AMENDED BY STAFF:** Building(s) ~~Landbays~~ Phases
The first ~~landbay~~ phase – building(s) to be constructed shall be ~~Landbay~~ Phase I, followed by ~~Landbays II & VI, Landbay III, Landbay IV and finally Landbay V~~ Phase II, and then Phase III. An amendment to the phasing of the ~~landbays~~ CDD shall require approval of an amendment to the CDD Phasing Plan. (P&Z)
 - b. **CONDITION AMENDED BY STAFF:** Fayette Street Extension (public road)
All necessary right-of-way dedication plats and applicable documents shall be reviewed and approved by the City prior to the release of the first DSUP Site Plan. The applicant shall install all pedestrian improvements depicted on the western portion of Fayette Street adjacent to Phase ~~Landbay I~~, which shall consist of the sidewalks, street trees and street lights as depicted on the approved Concept Plan prior to the first Certificate of Occupancy (CO) of Phase I. The remaining pedestrian and bicycle improvements to Fayette St. ~~Fayette~~—shall be completed prior to 1st CO for Phase II. (P&Z)
 - c. **CONDITION ADDED BY STAFF:** Fayette Street Extension (Slater's Lane connection, private road)
All necessary public access easements and applicable documents shall be reviewed and approved by the City prior to the release of the first Certificate of Occupancy (CO) of Phase III.
 - d. **CONDITION AMENDED BY STAFF:** Payne Street Extension

The construction and all necessary easement(s) and/or dedication of Payne Street to the west of ~~Landbay~~Phase I, and ~~Phase~~ ~~Landbay~~ II to the southern property line of 1100 N Fayette Street shall be constructed and operational prior to the first certificate of occupancy permit for the first ~~landbay~~ phase (~~Phase~~~~Landbay~~ I) and/or building(s). The construction of the street(s) shall consist of all necessary street trees, street lights, sidewalks and pedestrian improvements for the construction of the streets and other requirements as deemed necessary by the Directors of P&Z and T&ES as part of the initial preliminary development special use permit. (P&Z)

e. **CONDITION AMENDED BY STAFF:** New Park Streets

The construction of the streets other than Fayette Street and Payne as required herein which are the streets located within ~~Landbay II, Landbay III, Landbay IV and Landbay V~~Phase II and Phase III - shall be constructed including all necessary easements and/or dedication prior to a certificate of occupancy permit for any building(s) within ~~Landbay II, Landbay III and/or Landbay IV~~Phase II and/or Phase III. (P&Z)

f. **CONDITION AMENDED BY STAFF:** The following table sets forth the dimensions and elements for all streets and minimum sidewalks within the Concept Plan. All streets in the Concept Plan as required herein shall be publicly dedicated streets/sidewalks or publicly accessible streets/sidewalks through the provision of a public access easement(s), and shall be consistent with the Braddock Metro Neighborhood Plan. The following table sets forth the minimum right-of-way and/or public access easement(s).

Street Right of Way – Public Access Easement(s)			
		Access Easement Width	Private Road, <u>Public Road</u> , or Public Access Easement
Landbay I Phase I	The eastern half of North Payne Street shall be extended to intersect with the southern property line of Land bay II .Phase II	Road width varies from 26' <u>22'</u> to 38'	Public Access Easement <u>Public Road</u>

Landbay II & Landbay VI Phase II	North Payne Street extended for vehicular and pedestrian traffic to to northern park road the garage entrances for building B2.	New ROW width 66' Road width varies from 35' to 43'	Public Access Easement
	North Payne Street extended to northern park road. North Fayette Street shall be extended to intersect with the new northern most section of the park road.	<u>Road width varies from 18' to 26'</u>	<u>Public Access Easement</u>
	<u>2 new park roads intersecting N. Payne and N. Fayette on the north and south boundaries of the new park</u>	<u>Road width varies from 18' to 26'</u>	<u>Public Access Easement</u>
	8' Wide Trail	8' wide	Public Access
	<u>Sidewalks (except on the north side of park street)</u>	<u>14' to 20' wide</u>	<u>Public Access Easement</u>

<u>Phase III</u>	<u>N. Fayette Street extended north connecting with Slaters Lane</u>	<u>Street width of 24' (curb-to-curb) between Park Road and the Slaters Lane connection to include bicycle facilities as determined through the DSUP process.</u>	<u>Public Access Easement. Vehicular access from the adjacent parcel east of building B3A and the alley to the new private segment of Fayette Street will be necessary. The applicant will provide at a reasonable cost an access point to the new Fayette Street extension to be determined as part of the future DSUP for the adjacent parcel.</u>
Landbay III	North Payne Street and	Road width varies from 18' to 24'	Public Access Easement
	8' Wide Trail	8' wide	Public Access
	Sidewalks	14' to 20' wide	Public Access
Landbay IV	22' EVE	22' wide	Public Access Easement
	8' Wide Trail	8' wide	Public Access Easement
	Sidewalks	14' 20' wide	Public Access Easement

8. Open Space/Pedestrian

- a. **CONDITION AMENDED BY STAFF: Central Open Space:** A preliminary development plan for the construction of the central open space – park shall be submitted ~~with Landbay Has~~ part of Phase II. The central open space shall be a passive open-space park with a series of spaces that will provide out door rooms for recreation. The park design will receive public input from the local residents, be coordinated with City staff and contain interpretative elements recalling the

history of the site. The primary purpose of this open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a monument or statue. The park shall be a minimum size of ~~29,900~~28,500 +/- sq.ft. with a minimum width of ~~1035~~ +/- feet and a minimum length of ~~2845~~ +/- feet. Construction shall occur in conjunction with the development of ~~Landbay II~~Phase II and shall be completed prior to the final certificate of occupancy for ~~Landbay II~~Building B2. The central open space shall be fully accessible to the general public through the provision of a public access easement. The applicant shall be responsible for all maintenance associated with the central open space. A structure such as a pavilion-trellis may be permitted-required within the space if approved by the City as part of the development special use permit. This space shall be designed as an area suitable to accommodate informal community gatherings and events. As one of the principal open space-parks of the Braddock neighborhood the open space shall be created with the highest quality materials, paving, design and amenities. (P&Z) (RP&CA)

- b. **CONDITION AMENDED BY STAFF: Gateway Open Space:** The applicant shall provide vehicular (one-way), bicycle, and pedestrian access connecting N Fayette Street to Slaters Lane through and across the City property formerly known as Landbay N of Potomac Yard. Bicycle improvements to the Fayette Street extension shall be accommodated within the curb-to-curb width and determined during the DSUP process. The Fayette-Slaters vehicular connection and the pedestrian trail and associated improvements shall be completed prior to the issuance of a certificate of occupancy permit for Building B3. (P&Z, T&ES RP&CA)
- c. **Powhatan Park:**
 - i. **CONDITION AMENDED BY STAFF:** The applicant shall provide a monetary contribution for improvements/maintenance to Powhatan Park, pursuant to the Braddock Metro Neighborhood Plan, which shall be paid prior to the issuance of the first certificate of occupancy permit for the first ~~Landbay(s) and/or~~ building(s). The City shall be responsible for the design and installation of the improvements/maintenance which may include fencing, lighting, sidewalks and streetscape improvements adjacent to the park on Route 1, landscaping and signage which shall be designed in consultation with the adjoining community. (P&Z) (RP&CA)
 - ii. **CONDITION AMENDED BY STAFF:** The applicant shall be responsible for pedestrian improvements at the terminus of Bashford Lane and Route 1 which shall consist of elements such as landscaping, lighting, and sidewalk improvements to the satisfaction of the Directors of P&Z and T&ES and in consultation with the community. The improvements shall be installed prior to the certificate of occupancy permit for the first ~~Landbay and/or~~ building. (PC)
- d. **Building Courtyards:**

The internal courtyards adjacent to each building(s) shall be designed to function as high-quality usable open space for the residents. The internal courtyard shall

include enlarged and more detailed plan(s) of each courtyard, which may include such features and elements as seating, trash receptacles, pedestrian scale lighting, alcoves and trellis, varied and high quality paving materials, landscaping plan including deciduous, evergreen, and flowering plant materials, with irrigation systems. (P&Z) (RP&CA)

- e. **CONDITION ADDED BY STAFF: Pedestrian Improvements:** The following pedestrian improvements and public access easements shall be provided:

Pedestrian Right of Way – Public Access			
		Width	Access Type
<u>Phase II</u>	<u>North Payne Street extended north for pedestrian traffic between Building B2A and Building B2B</u>	<u>No less than 24 feet</u>	<u>Public Access Easement</u>
	<u>Pedestrian trail through and around the park</u>	<u>No less than 12 feet</u>	<u>Public Access Easement</u>

- f. **CONDITION AMENDED BY STAFF: Sidewalks**
Sidewalks along Fayette Street adjacent to Phases I and II shall be a minimum of 20' wide (16' unobstructed) with 4' X 10' tree wells. All other sidewalks shall be a minimum of 14' wide (10' feet unobstructed) with 4' X 10' tree wells. (Excludes trailways and other paths.) (P&Z)

9. **Off-Site Improvements:**

- a. **CONDITION AMENDED BY STAFF:** Intersection of Route 1 and North Fayette Street
The applicant shall install a traffic signal at the intersection of Route 1 and North Fayette Street to include matte finish black poles, mast arms, pedestrian countdown heads, accessible audible pedestrian push buttons, traffic signal heads, and controllers, etc. The signal and associated improvements of the intersection of Fayette Street and Route 1 shall be constructed and operational prior to the first certificate of occupancy permit for the second ~~Landbay(s)~~Phase and/or building(s). (T&ES)
- b. **CONDITION AMENDED BY STAFF:** Improvements along Route 1
The applicant shall install one 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' along Route 1. These conduits shall terminate in an underground junction boxes at the signals located at Fayette Street and First

Street prior to the first certificate of occupancy permit for the second ~~Landbay(s)~~Phase and/or building. (T&ES)

- c. **CONDITION AMENDED BY STAFF:** Intersection of Route 1 and First Street
The applicant shall provide a prorated contribution for design and construction of signal modification, pedestrian improvements and geometric improvement at the intersection of Route 1 and First Street. Signal improvements on north side of the intersection shall include audible countdown pedestrian signal heads, accessible pedestrian push buttons, traffic signal heads, mast arms, poles etc. The applicant shall provide prorated share for design and construction of signal modification, widening median opening, accessible ramps and crosswalk markings. The timing and prorated contribution to be negotiated with staff prior to the release of the First Final Site Plan. (T&ES)
- d. **CONDITION AMENDED BY STAFF:** Braddock Metro Neighborhood Streetscape Improvement Fund-- The applicant shall provide a monetary contribution to the Braddock Metro Neighborhood Streetscape Fund for pedestrian and streetscape improvements as required within the Braddock Metro Neighborhood Plan. The monetary contribution shall be evenly apportioned to the square footage with each ~~Landbay~~Phase. The monetary contribution apportioned to each ~~Landbay~~Phase-building(s) shall be made prior to the release of the first certificate of occupancy for each ~~Landbay~~Phase/building. (P&Z)
- e. **CONDITION AMENDED BY STAFF:** Braddock Metro Neighborhood Open Space Fund
The applicant shall provide a monetary contribution to the Braddock Metro Neighborhood Open Space Fund for open space acquisition and improvements as required within the Braddock Metro Neighborhood Plan. The monetary contribution shall be evenly apportioned to the square footage with each ~~Landbay~~Phase. The monetary contribution apportioned to each ~~Landbay~~Phase and/or building(s) shall be made prior to the release of the first certificate of occupancy for each ~~Landbay~~Phase and/or building. (P&Z)

D. USES

10. **CONDITION AMENDED BY STAFF:** The allowable gross square footage, uses and heights shall be governed by the following table, which shall also be reflected in the approved Concept Plan and CDD zoning table. Flexibility of uses within each Phase is permitted and will be evaluated at the time of the DSUP for each phase.

Landbay Phase	Retail	Office	Residential	Live Work	Total	Min. Height	Max. Height
I	1,500 sf +/-		280,000 sf +/-		281,500 sf +/-	30'	68'-150'
II	40,000 9,148 sf +/-		160,000 268,538 sf +/-	2,000 sf+	172,000 277,686 sf +/-	30'	40'- 145'-144'

III	<u>8,242 sf +/-</u>		<u>220,000</u> <u>316,894 sf +/-</u>		<u>220,000</u> <u>325,136 sf +/-</u>	30'	<u>40'</u> <u>130' 120'</u>
IV			<u>116,000 sf ±</u>		<u>116,000 sf ±</u>	30'	<u>86' 105'</u>
V		<u>70,000</u> <u>sf ±</u>			<u>70,000 sf ±</u>	30'	<u>82'</u>
VI	NA	NA	NA	NA	NA	NA	NA

* ~~Hotel use is flexible and not tied to a specific Landbay. The office use is flexible, but at a minimum is tied to Landbay 5. Square footage of residential development will be adjusted accordingly with each DSUP submission.~~ Hotel, office, and home for the elderly uses are not tied to a specific phase and can be substituted. Square footage of development will be adjusted with each DSUP submission.

11. **CONDITION AMENDED BY STAFF:** The uses within the CDD shall consist of a mix of uses with the CDD that shall consist of residential, office, hotel, home for the elderly, and ground floor retail and public open space. The CDD shall be limited to a maximum net floor area of 770,000 sq.ft. for all of the ~~Landbays~~ Phases. To achieve a mix of uses within each ~~Landbay~~ Phase and within the CDD Concept Plan area, the applicant may be permitted to substitute hotel, residential, home for the elderly or office uses within each ~~Landbay~~ Phase with the approval of each development special use permit for each ~~Landbay(s)~~ Phase and/or buildings and shall be subject to the following:

- a. **CONDITION AMENDED BY STAFF:** The substitution of uses shall maintain a mix of uses that shall be ~~a minimum of 10% between 4% and 40% commercial (includes office and/or hotel, and retail) use and a maximum of 40% commercial office and/or hotel use and a minimum of 60% residential uses and a maximum of 960% residential uses (includes home for the elderly).~~ The substitutions shall also maintain an appropriate mix of uses within the Concept Plan but also an appropriate mix of uses within each portion of the Concept Plan.
- b. **CONDITION AMENDED BY STAFF:** The minimum ground floor retail uses ~~and live-work uses~~ required within each ~~Landbay~~ Phase as required by the CDD table shall not be permitted to decrease below ~~5%, 10,000 gross square feet total~~ although the maximum amount of ground retail may be increased to an amount not to exceed ~~40% 38,000 gross square feet. of the total square footage of allowable retail.~~
- c. Any substitution of the uses/square footage permitted within the CDD Concept Plan area shall occur on a one for one basis for all of the uses.
- d. The proposed substitutions of uses are consistent with the intent of the CDD to create a mixed-use, pedestrian-oriented transit-oriented development.
- e. A traffic and parking study shall be provided for any proposed substitutions which shall address the proposed substitution(s) and each substitution shall be responsible for addressing any impacts or changes as part of each development special use permit review(s) (P&Z)

12. **CONDITION DELETED BY STAFF:** ~~A full-service restaurant with outdoor seating may be approved administratively in accordance with Sec. 11513 (L) (M) of the City's Zoning Ordinance. (P&Z)~~
13. The ground floor retail tenant spaces, as depicted within the CDD Concept Plan table and the CDD Concept Plan shall be solely utilized by retail uses including: a store engaged in the sale of goods for personal service use that shall include bakeries, barber shop/beauty salon, banks, bookstores, clothing, clothing accessories, copier/reproductions, department stores, drugstores, dry cleaners (not dry cleaning plant), florists, cigar shops, travel agencies, health and sport clubs, groceries, jewelry, coffee shops, hardware stores, toy stores and restaurants or other similar pedestrian-oriented uses as approved by the Director of Planning & Zoning. The floor-to-floor height of the retail space shall be a minimum of 14 ft. (P&Z)
14. In the building(s) with required ground floor retail, exhaust vent shafts shall be located within the retail space to accommodate ground floor restaurant uses. (P&Z)
15. **CONDITION DELETED BY STAFF:** ~~For the purpose of these concept conditions, "live/work" is defined to include an area of the primary residence that is an ancillary use for working professionals and artisans. The ancillary use may not exceed the total square footage of the unit by 50%. The uses shall not be detrimental to the character and livability of the surrounding neighborhood and the viability of the dwelling unit is maintained. The units may not be used for repair or assembly or manufacturing of items that would require use of hazardous materials or generate noise greater than a 50dba. The exterior of the units must remain residential in appearance and character. Any commercial deliveries to the unit shall occur between the hours of 8am to 5pm. (P&Z)~~
16. **CONDITION AMENDED BY STAFF:** The existing warehouse and office building(s) presently located within the CDD Concept Plan are acknowledged and shall be treated as existing buildings and shall be subject to the existing underlying OCM-50 zoning or CRMU-H as applicable. ~~, except that commercial parking and/or vehicle storage on any of the Landbays, exclusive of Landbay IV, National Car Rental System, Inc., as permitted pursuant to special use permit (SUP#2010-0028) shall be prohibited.~~ Other use(s) that prohibit or impede the implementation of the CDD Concept Plan shall be prohibited. The existing commercial parking and storage shall cease operation prior to the commencement of construction. In addition to the preliminary development plan approval that is required for every building constructed within the CDD pursuant to an approved concept plan, any use locating within the existing building(s), which is a "special use" under the zoning regulations in effect at the time of this concept plan approval shall obtain a separate special use permit, pursuant to § 11-500 of the Zoning Ordinance. (P&Z)

E. SITE PLAN:

17. **CONDITION AMENDED BY STAFF:** The applicant shall locate all proposed and

- existing above grade utility lines for each ~~Landbay(s)~~Phase within the Concept Plan below grade with the development and/or redevelopment of each ~~Landbay(s)~~Phase. In addition, the applicant shall be responsible for locating the utility lines at Fayette Street and Route 1 below grade prior to the first certificate of occupancy of ~~Landbay H~~Phase II. The cost of undergrounding the utilities at Fayette Street and Route One shall offset the applicant's contribution to the Braddock Metro Neighborhood Plan Implementation Fund referenced above. The cost of locating the utility lines below grade shall be the sole responsibility of the applicant and/or its successors. All proposed and existing above-grade utility lines shall be located below grade prior to the certificate of occupancy permit for each building or structure. (P&Z)
18. The names of each public street dedicated for public use within the Concept Plan shall be required in Phase II and receive approval by the Planning Commission. (P&Z)
19. **CONDITION AMENDED BY STAFF:** The applicant shall place all new electrical transformers in locations as generally indicated on the ~~revised Exhibit dated the February 15, 2008~~CDD Concept Plan dated December 15, 2015 from Rust Orling and screened to the satisfaction of the Director of P&Z or in underground in vaults which shall comply with all applicable Virginia Power standards. Ventilation grates may not be located within sidewalks or within public right-of-way-public access easement between the street curb and any building. The final location of the vaults shall be approved as part of the review of the final site plan for each building-~~landbay~~phase. (P&Z)
20. The applicant shall investigate the feasibility of providing at no charge, a conference room to community and non-profit organizations located in the Braddock Metro neighborhood area and Alexandria City government agencies at least 24 times per year during the hours of 8:00 a.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays on a space-available basis. (P&Z)
21. Each phase of the development shall meet the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for storm water quality and quantity control. The total 7.06 acres that encompass this CDD shall meet the Virginia Storm Water Regulations to be adopted in 2011 and/or the Environmental Management Ordinance (Chesapeake Bay Preservation Act), whichever is more stringent. (OEQ and Engineering)
22. **CONDITION AMENDED BY STAFF:** Vents for the parking garages shall not be located in the central open space and to the greatest extent possible the remainder of the open space. Actual locations for the garage vents shall be determined with each phase of the development for each ~~landbay~~phase and will be a part of each DSUP submission. Any vent located in the open space shall not be counted as open space and shall be discretely located and screened appropriately. (P&Z)(RP&CA)
23. **CONDITION ADDED BY STAFF:** The alley between building B3A and B3B as part of Phase III shall include flush curbs, special paving for the entire alley that is sufficient

to accommodate emergency vehicles, landscaping, and be a minimum of 34 feet in width (including travel lanes and sidewalks). (P&Z)(T&ES)

F. BUILDING:

24. **CONDITION AMENDED BY STAFF:** Each proposed building(s) for each ~~Landbay(s)~~Phase shall be in conformance with the exterior elevations for each of the facades as submitted with the CDD Concept Plans sealed and or dated ~~September 28, 2007~~December 15, 2015. ~~Any changes or revisions to the architectural elevations and/or massing other than the changes required herein shall require an amendment to the CDD Concept Plan, which shall require subsequent approval by the Planning Commission and City Council. In addition e~~Each building(s) shall at a minimum be subject to the following to the satisfaction of the Director of P&Z.
- a. **CONDITION AMENDED BY STAFF:** The materials as represented on the elevations shall be high quality architectural materials ~~entirely metal or masonry~~including metal, masonry, FRP and other materials that are compatible with wood construction. ~~Masonry materials shall be limited to brick, precast, stone~~These materials will be used for each elevation including lintels and sills to the satisfaction of the Director of P&Z.
 - b. **CONDITION AMENDED BY STAFF:** Each building face along Fayette Street shall provide a building shoulder that will step down from the main portion of the building. The building shoulders shall have a varied width ranging from a 7' minimum. The height of the shoulders will be in accordance with the ~~Attachment 4~~CDD Concept Plan dated February 15, 2008December 15, 2015.
 - c. Each subsequent submission shall include color elevations of the appropriate building. The elevations shall indicate building materials and colors and conform to the Braddock Metro Neighborhood Plan and the design guidelines submitted with the Concept Plan.
 - d. There shall be no visible wall penetrations or louvers for HVAC equipment, to the greatest extent possible. No wall penetrations shall be allowed for kitchen vents lower than ten feet above ground. Kitchen vents above ten feet shall be integrated into the design of the façade of the building, and painted to match the exterior of the building so that they are visually minimized from the public right-of-way. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of Planning and Zoning. (P&Z)
25. Each DSUP application shall comply with the City's current Green Policy at the time of the preliminary submission for each DSUP.

G. PARKING:

26. The applicant shall prepare a parking management plan with each development special use permit to the satisfaction of the Director of P&Z and T&ES.
27. **CONDITION AMENDED BY STAFF:** Phase I shall be parked at a ratio of 0.9 spaces/residential unit, plus 15% residential visitor parking. A minimum of 60% of the required number of residential visitor parking spaces shall be on-site. The remaining 40% of the visitor parking spaces for the Phase 1 residential building shall be accommodated within Phase 2 unless the parking required for Phase 1 is changed with an amendment to DSUP2011-0002 such that all required visitor parking can be accommodated within Phase 1. Phase I retail parking shall be parked at the ratios contained in the Braddock Metro Small Area Plan. The applicant can choose to apply the multi-family parking standards in the Zoning Ordinance with a major amendment to DSUP2011-00002. (P&Z) (T&ES)
28. **CONDITION AMENDED BY STAFF:** All residential portions of development phases subsequent to Phase I shall be parked per the ratios established in the Zoning Ordinance for multifamily dwellings. All commercial development phases subsequent to Phase I shall be parked at the ratios contained in the Braddock Metro Small Area Plan for residential, retail, and office uses, unless a parking study justifying a change in the ratio is provided by the applicant and approved by the Directors of P&Z and T&ES, or new commercial parking standards are adopted by the City Council, in which case, the developer may choose to apply those requirements. Any parking study justifying a change in the residential parking ratio shall include parking demand and occupancy data from all previous Braddock Gateway CDD development phases (as applicable) as well as data from several other comparable residential developments per T&ES requirements. Parking studies submitted to support requesting a change in the retail and/or office parking ratios shall include data from all previous Braddock Gateway CDD development phases (as applicable) as well as data from comparable retail or office developments. (P&Z) (T&ES)

H. TRANSIT INCENTIVES:

29. **CONDITION DELETED BY STAFF:** ~~The applicant shall participate in the revised Transportation Management Plan. According to Article XI of the City's Zoning Ordinance, a TMP is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. (T&ES)~~
30. **CONDITION DELETED BY STAFF:** ~~Any special use permit granted by the City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with~~

- ~~such permit, and failure to operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the city council. (T&ES)~~
31. **CONDITION DELETED BY STAFF:** ~~Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenant/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)~~
32. **CONDITION DELETED BY STAFF:** ~~The applicant shall participate in the revised Transportation Management Program when established. The revised program will include the elements outlined in the December 8, 2010 memo to City Council on the December 14, 2010 docket and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. (T&ES)~~
33. **CONDITION DELETED BY STAFF:** ~~If the City establishes a special taxing district for this area the condominium association, and property owners shall be required to participate in the district, so long as the participation is uniformly applied to all owners within the new district.~~
34. **CONDITION ADDED BY STAFF:** TMP District: The Applicant shall comply with all applicable TMP conditions, including a CDD-wide TMP District. This district shall be designed to meet the trip reduction goals outlined in the transportation analysis associated with CDD#15.
35. **CONDITION ADDED BY STAFF:** According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP SUP2007-00079 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
36. **CONDITION ADDED BY STAFF:** Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
37. **CONDITION ADDED BY STAFF:** All of the required existing activities within the Braddock Gateway CDD shall be coordinated by a TMP District Coordinator (TMPC). A TMPC must be identified and designated before issuance of the first building permit for the second phase. As such, the first applicant to obtain a building permit will thereby be responsible for management of the District TMP. (T&ES)

38. **CONDITION ADDED BY STAFF:** Development projects that follow the establishment of the District TMP that meet the tier two and tier three TMP thresholds as identified in Article XI Section 11-704A of the zoning ordinance shall be required to integrate into the District TMP. This shall occur through partnership with the District TMPC as detailed by Article XI Section 11-704B of the City's Zoning Ordinance. The objective of this District is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
39. **CONDITION ADDED BY STAFF:** As partnership in the District TMP shall be required, partnership proposals for developments following the establishment of the District TMP must be submitted and approved by Office of Transit Services prior to the issuance of any building permits. (T&ES)
40. **CONDITION ADDED BY STAFF:** TMP Coordinator responsibilities may be transferred to a new partner if so desired, but transfer of responsibilities must be approved by Office of Transit Services through the partnership approval review. (T&ES)
41. **CONDITION ADDED BY STAFF:** Prior to the issuance of the first Braddock Gateway applicant's building permit, name, address, telephone, and email address of the TMPC shall be provided to the Department of Transportation and Environmental Services Division of Transit Services. If TMPC responsibilities are transferred to a new partner, the name, address, telephone, and email address of the new TMPC shall be provided to the Department of Transportation and Environmental Services Division upon approval of the parties' TMP partnership proposal. (T&ES)
42. **CONDITION ADDED BY STAFF:** The TMPC shall maintain an on-site office within Braddock Gateway. (T&ES)
43. **CONDITION ADDED BY STAFF:** An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for approved transportation activities. The annual base assessment rate for this development shall be \$82.42 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.21 per hotel room and \$0.10 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)
44. **CONDITION ADDED BY STAFF:** The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)

45. **CONDITION ADDED BY STAFF:** The TMP Coordinator or Association will submit annual reports, fund reports and mode of transportation surveys to the Transportation Planning Division. (T&ES)
46. **CONDITION ADDED BY STAFF:** As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

I. STORMWATER:

47. **CONDITION AMENDED BY STAFF:** The ~~Project site~~CDD has multiple outfalls and lies in multiple sub watersheds ~~and is being considered as an overall plan with regard to stormwater, so~~ ~~and~~ a Stormwater Management Master Plan (SWMMP) shall be developed per the requirements of Virginia Stormwater Management Program (VSMP) regulations and the Chesapeake Bay Preservation Act in accordance with the City of Alexandria Zoning Ordinance Article XI and Article XIII for stormwater quality phosphorus and water quality default volume requirements, and channel protection and flood protection stormwater quantity control. Since the site may have multiple outfalls, every outfall independently will meet the requirements of Article XIII Environmental Management Ordinance for channel protection and Flood Protection.~~the post-development peak runoff requirements shall not exceed their respective pre-development rate at each outfall.~~The SWMMP shall also demonstrate compliance with the City's Zoning Ordinance Article XI Section 11-410 (N) and Virginia Department of Environmental Quality (VDEQ)~~Conservation and Recreation (DCR), Erosion and Sediment Control (ESC) Regulations 9VAC25-840-40 4VAC50-30-40.19~~ Minimum Standards ~~49 (MS-19)~~ and provide an adequate stormwater outfall analysis. For water quantity, the analysis must be completed for 1-Year, 2-Year, (as applicable) and 10-Year 24-Hour storm events for 2.7 in, 3.2 in, and 5.2 in, respectively per NRCS (formerly SCS) TR-55 method / NOAA Atlas 14, Volume 2, Version 3WASHINGTON REAGAN AP. The Channel and Flood Protection tabs can be used to compute various parameters to be used in the Energy Balance Equation in accordance with the requirements of Article XIII Environmental Management Ordinance. Overland relief shall be provided for 100-year 24 hour storm of 8.2 in. The adequate outfall analysis for the entire site shall be completed for the ten (10) year storm rain event for the collection system and must demonstrate overland relief for the 100 year storm event.The total drainage area upstream of the receiving sewer and/or natural water resources that will serve as an outfall for the site shall be analyzed.

A known flooding problem exists in the Braddock-West watershed area, and the existing storm water collection system in the immediate vicinity of the site is known to have

insufficient capacity; therefore; The applicant shall evaluate the possibility of diverting the storm water flow to alternate storm sewer outfalls. However, any alternate outfall systems must be analyzed for the entire drainage area including proposed redevelopment within that designated drainage shed, to the satisfaction of the Director of Transportation and Environmental Services (T&ES). It should not be assumed that any or all of the available capacity will be available to be utilized by runoff redirected from the proposed redevelopment site or other drainage sheds.

If sufficient capacity in the existing storm water collection system is not demonstrated to be available, the applicant shall design and construct on-site and/or off-site storm sewer infrastructure improvements to discharge to an adequate outfall. This condition applies even if the post development storm water flow from the site is reduced from the pre-development flow.

The SWMMP shall be completed to the satisfaction of the Director of T&ES and demonstrate that each resultant phase of the CDD meets stormwater quality and quantity requirements. The SWMMP must be carried through each phase of the development and demonstrate consistency with the SWMMP for each phase. a non-erosive stormwater outfall is present. The SWMMP must be submitted and approved prior to the release of ~~the CDD first DSUP plan~~ any DSUP site plan completed under the CDD associated with this site. (T&ES)

48. **CONDITION AMENDED 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 (SWMP) 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 for each outfall. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. Since the project site lies within the Braddock West watershed an area known for flooding then the applicant shall provide an additional 10% storage detention of the pre-development flows of the site that drains within Braddock West watershed to meet the detention requirements of Article 13-109(F)(2)(b)(i) (T&ES)~~
49. **CONDITION ADDED BY STAFF:** Stormwater treated must be provided for all new public roads constructed for development and redevelopment projects. This CDD should first consider treating these public roads with Tree Well BMPs per the Green Sidewalks Guidelines found at <https://www.alexandriava.gov/uploadedFiles/tes/info/GreenSidewalksBMPDesignGuidelines%20.pdf>. The design specifications provide for the capture of the first ½” of runoff from impervious areas. Because of this design specification being half of the 1” design criteria found in the Virginia BMP Clearinghouse, adjustments are made in the calculations to account for this difference. (T&ES)

J. SANITARY

50. **CONDITION AMENDED BY STAFF:** With the intent of fully complying with Alexandria’s Eco-City Charter, the Applicant shall prepare a Water Management Master

Plan (WMMP) that coordinates water supply, stormwater, and wastewater systems. The WMMP will integrate the management of stormwater, use of potable water, and generation of municipal wastewater that reduces the use of potable water by capturing and reusing rainwater and reducing wastewater generation through water conservation. The implementation of WMMP will minimize the negative impacts of the development on the sewer infrastructure and improve the instream habitat for Four Mile Run, the Potomac River and the Chesapeake Bay. The applicant shall use EPA-labeled WaterSense fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. ~~The applicant will be granted a 30% reduction in the generation of municipal wastewater flow from Sewage Collection and Treatment (SCAT) regulations and Memorandum to Industry 02-07 dated June 1, 2007 for using low flow fixtures.~~ The applicant shall monitor municipal wastewater flows generated from each phase of development so as to be able to implement any additional improvements in the development of subsequent phases. The WMMP shall be approved prior to release of the Final first final Site Plan completed under the CDD associated with this site for the first phase. (T&ES)

51. **CONDITION ADDED BY STAFF:** The applicant is required to provide a monetary contribution of \$6,300 for the construction of relief sewers to the Potomac Yard Trunk Sewer in order to ensure adequate conveyance capacity to the Alexandria Renew Enterprises wastewater treatment plant. The contribution shall be paid prior to the release of the first final site plan completed under the CDD associated with this site. This contribution (or any portion remaining) shall be adjusted annually by the CPI-U for each year beyond 2015. (T&ES)

K. AFFORDABLE HOUSING:

52. **CONDITION AMENDED BY STAFF:** The developer shall make a voluntary contribution of \$5,000,000.00 to the City's Affordable Housing Trust Fund. That amount is calculated as follows: \$2 per gross square foot on the gross square feet of permitted ("by right") residential development up to 1.5 FAR; \$1.50 per gross square foot on the gross square feet of permitted commercial gross floor area, and \$11.89 per square foot for the additional square footage up to 2.5 FAR. This amount exceeds the guidelines of the "Developer Housing Contribution Work Group Report" dated May 2005 and received by the Alexandria City Council on June 14, 2005. The developer shall make a voluntary contribution of \$5,000,000 to the City's Housing Trust Fund. This amount exceeds the guidelines of the "Developer Housing Contribution Work Group Report" dated May 2005 and received by the Alexandria City Council on June 14, 2005.
53. **CONDITION DELETED BY STAFF:** The amount of the contribution shall be made in proportional amounts commensurate with the issuance of certificates of occupancy for each phase of development unless the Applicant can make alternative arrangements for an upfront payment of the contribution through its construction financing structure. Should this be infeasible, the amount pledged by the developer will maintain its total

~~\$5,000,000.00 present value to the City's Affordable Housing Trust Fund, as described below.~~

54. **CONDITION AMENDED BY STAFF:** Prior to the release of the first certificate of occupancy for Phase I of the project area, the Applicant shall contribute \$1,000,000 to the City's Housing Trust Fund, ~~with \$1,000,000 million paid as every subsequent development within the CDD area requests certificates of occupancy. The Applicant shall contribute a total of \$4,000,000 for the remaining phases within the CDD area to be paid in proportional amounts as each development requests certificates of occupancy.~~ At the time of each payment, the contribution shall be adjusted so that it is made in constant 2011 dollars. Constant 2011 dollars shall be defined according to the Index known as the "U.S. Bureau of Labor Statistic Consumer Price Index for All Urban Consumers, U.S. City Average, Housing Item." The 2011 index shall serve as the "base index"; the index current at the time of each subsequent payment shall serve as the "installment index." (For example, a contribution of \$1,000,000 in 2011 dollars would be equal to the sum of \$1,000,000 and an amount computed by multiplying \$1,000,000 by the percent change in the designated CPI index between the "base index" and the applicable "installment index.") ~~The designated index published next before each payment shall serve as the "base index" and like data published next before each subsequent installment shall serve as the "installment index."~~ Each installment shall be the sum of \$1,000,000 and an amount computed by multiplying the sum of \$1,000,000 by the percent change in the designated CPI index between the "base index" and the applicable "installment index." The CPI adjustment shall be waived for a period of no longer than ten years from the date of CDD #2011-0002 approval, after which, the CPI adjustment will be put in place and carried forth on any balance remaining until completion of the project and/or full payment of the contribution amount. Additionally, there shall be no prohibition against an early payment of this contribution to the Housing Trust Fund.

L. ARCHAEOLOGY:

Open Space

55. Incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and prepare interpretive signs, which shall be erected as part of the development projects.* (Arch)(P&Z)(RP&CA)
56. If the Fendall Family Cemetery is discovered within the project area, all attempts shall be made to preserve the cemetery in place and have it incorporated into the open space design. If the preservation cannot be accomplished, the applicant shall be responsible for archaeological removal and study pursuant to the Virginia Department of Historic Resource and the City's archaeological requirements. (ARCH)

Archaeology

57. The developer shall hire an archaeological consulting firm to conduct additional historical research and complete Archaeological Evaluations for the development areas.

If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)

Archaeology Code

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

Findings:

F-1 With the approval of this CDD #15 – First Amendment, the first phase of development for CDD #15 shall be considered as a catalyst project phase per the Braddock Metro Neighborhood SAP.

F-2 The Documentary Study of the Braddock Gateway Property, City of Alexandria, Virginia, prepared by Thunderbird Archaeology, indicates that the northern section of the development property was part of the Fendall Farm, bought by Philip Fendall in 1786 and leased to John Gadsby in 1806. A half-acre parcel of land on the farm served as the Fendall family cemetery. Although the exact cemetery location could not be determined from the records examined, oral history accounts suggest that the graveyard may have been located on this development property, near the terminus of North Payne Street. In addition, the 1921 Sanborn insurance map indicates that the property was the site of the Mutual Ice Co. Car Icing Plant. There is high potential for archaeological resources to be present that could provide insight into the 20th-century industrial activities on the property. There is also potential for discovery of evidence of the cemetery if it is within the development lots. While less likely given the amount of disturbance, archaeological work could yield information on rural activities of the 18th and 19th centuries and on the lives of the 20th-century workers, who lived in bunkhouses on the site.

CITY DEPARTMENT CODE REQUIREMENTS

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

- C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) all Fire Service Plan elements are subject to the approval of the Fire Official.
- C-2 Fire Department ladder truck access is required for 48% of the perimeter of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.
- C-3 Building is over 50 feet in height and as such is required to have ladder truck access to a 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis.
- C-4 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.
- C-5 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- C-6 The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.

- C-7 The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.
- C-8 If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.
- F-1 FDC on West side of B3 needs to be relocated to the corner of the building. Current location on submitted plan shows the hose line going over the top of the building.
- F-2 Fire Lane signs not to City Specifications (lack of directional arrows).
- F-3 B4 needs an additional FDC with hydrant.
- F-4 Lack of EVE signs around park.
- F-5 Lack of water line sizes.
- F-6 Auto-turn shows Fire Apparatus mounting curb of B2
- F-7 Hydrant missing from East side of B3
- F-8 The applicant, Jaguar Development, LC has submitted various documents related to its application for approval of a concept plan for the Braddock Gateway District. These documents are considered to constitute the applicant's Proposed Concept Plan for this CDD: (1) the plan set entitled "CDD 15 – 1st Amendment Conceptual Site Plan, The Gateway, City of Alexandria," dated May 29, 2011 hereinafter referred to as the "Concept Plan", all associated applications and plans and (2) the Building Height Exhibit dated February 15, 2008. (P&Z)
- F-9 The term Braddock Gateway Coordinated Development District and/or Braddock Gateway CDD shall refer to the portion of land bound by First Street to the south, 1018, 1020 and 1024 Henry Street and portion of Fayette Street to the east, WMATA, Virginia American Company and N. Payne Street to the west, Potomac Yard CDD to the north.
- F-10 The applicant has acknowledged that the project site has been the location of two LUST records (PC # 2000-3320 & 1989-1447) that have been closed to the

satisfaction of VDEQ. The preliminary site plan at a minimum shall contain a note detailing this site history as well as describe the remediation steps and standards mandated by VDEQ to close the LUST cases. A site map showing the approximate location of the former leaking underground storage tank(s) shall also be included.

1 The term “Jaguar Development ,LC or the applicant includes any successor to the applicant which makes up the Braddock Gateway Coordinated Development District. Thus, obligations imposed on Jaguar Development,LC by these conditions are also imposed on those to whom Jaguar Development, LC conveys property within the Coordinated Development District.

R-1 Technical correction comments shall be sent and addressed by the applicant prior to the submittal of the First Final Site Plan.

Alexandria Renew Enterprises Comments:

F-11 **FINDING ADDED BY STAFF:** The plans need to reflect a new sewer which will be owned by the City through which flow from this development will outfall into the Potomac Yards Trunk Sewer. Also, reference to the existing 30” sewer needs to include “Potomac Yards Trunk Sewer”. Response to comment #8 incorrectly refers to this sewer as the “Potomac Interceptor”.

F-12 **FINDING ADDED BY STAFF:** Additional requirements will include but are not limited to, manhole inspection (pre-; post-) and manhole rehabilitation.

REVISED



APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2015-0005

[must use black ink or type]

PROPERTY LOCATION: 1050, 1100, 1200A and 1200 N. Fayette St. 1219 First Street
TAX MAP REFERENCE: 044.03-06-03, -.03.L2 and -01.L1 **ZONE:** CDD-15

APPLICANT'S NAME: Jaguar Development, L.C.
ADDRESS: 46859 Harry Byrd Hwy., Suite 202, Sterling, VA 20164

PROPERTY OWNER NAME: Force Alexandria, LLC
ADDRESS: 46859 Harry Byrd Hwy., Suite 202, Sterling, VA 20164

REQUEST: Amendment to CDD-15 Concept Plan to adjust heights of buildings, expand types of uses permitted to include elderly housing, adjust percentages of types of uses, modify building layouts, and enhance street connectivity in the overall CDD area.

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

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

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

Mary Catherine Gibbs
Print Name of Applicant or Agent
Hart, Calley, Gibbs & Karp, P.C.
307 N. Washington St.
Mailing/Street Address

Mary Catherine Gibbs
Signature
703-836-5757 703-548-5443
Telephone # Fax #

Alexandria, VA
City and State

22304 12/15/15
Zip Code Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Date and Fee Paid: _____ \$ _____
ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL: _____



Braddock Metro Citizens' Coalition

Working for a Greater Northwest Old Town | www.braddockmetro.org

1122 Madison Street, Alexandria, VA 22314 | bmcc@braddockmetro.org

March 31, 2016

Chairwoman Mary Lyman
Planning Commissioners
Alexandria, Virginia

Re: Coordinated Development District Concept Plan #2015-0005

Dear Chairwoman Lyman and Planning Commissioners:

I am writing on behalf of the Braddock Metro Citizens' Coalition (BMCC) in support of the request by Jaguar for an amendment of their previously approved CDD Concept Design Plan on North Fayette Street. You will be considering this request at your meeting April 5, 2016. The BMCC has followed these proposed changes over the last year, offering comments and suggestions as the project changed. This project site lies fully within in the boundary of the BMCC.

It is our understanding that the requested changes include lowering the building heights and configuration, an extension of North Fayette Street, and changes to roadway configurations and site programming. With the reconfiguration of the original framework of the project, we believe this large empty parcel in our neighborhood will finally move toward implementation in the near future. The BMCC is very anxious to see this occur.

We are pleased with the changes the developer is proposing. The reduction in height to 85' on the four buildings will fit well with the scale of other planned development nearby while still allowing for the density that supports retail and community amenities. The design and materials are of the high quality we expect and demand in the Braddock area. The proposed ground floor retail along Fayette and the central drive is being increased to 18,000 sq ft, enough that it can supply a full suite of services to the folks living in this development as well as several anchors to draw residents from nearby neighborhoods. This additional retail will reinforce the retail already in place in the Braddock neighborhood.

The extension of North Fayette Street under the Monroe Street Bridge will accommodate vehicular traffic going south, but more importantly it will allow for pedestrian and bicycle traffic both ways. This link will knit together the growing Braddock neighborhood with Slaters Lane, helping to fulfill the goal of making our community walkable and bikeable.

The central focal point of this development features a large open park area inside a central drive. We have encouraged Jaguar to design this central open space to both be beautiful but to also offer small scale recreation to activate it and provide to activities for the residents. The small half acre Interim Braddock Park has provided some critical lessons in this regard. The inclusion of a ping pong table and a bocce ball court are the best



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community-making investments that can be made. These sorts of low cost, low maintenance facilities can become the center of community. We cannot continue allow ground-level open space to be designed primarily to set off the buildings and look picturesque while we drive by. We need to activate these areas with providing opportunities for people to enter them and participate.

Following on that, as dogs will be welcomed to this development along with their owners, we have encouraged Jaguar to accommodate these smaller residents as well. With the density in the Braddock area we have seen the arrival of many dogs, as all these multi-family buildings allow pets. We applaud this, as dogs and their walkers make our neighborhood friendlier and safer, with many more eyes on the street early and late in the day. But we need to plan to accommodate the large number of dogs that will be added with this development. We believe that will occur on this site.

The Braddock neighborhood is coming into its own as more residents move here and begin to fulfill the promise of the plan for a transit-oriented dense and diverse community. We believe that the requested changes to this project are an improvement and will better contribute to the goals of the plan. We hope that you agree and we ask that you approve this request. We are very anxious for this project to proceed.

With warm regard,

Judy Guse-Noritake, President

Braddock Metro Citizens' Coalition

Cc: BMCC Membership
Karl Moritz, Director, Planning & Zoning

From: MissZ <MissZ@aol.com>
To: Karl.Moritz <Karl.Moritz@alexandriava.gov>
Cc: katherine.carraway <katherine.carraway@alexandriava.gov>; nathan.emm <nathan.emm@alexandriava.gov>
Subject: BIAG: Fayette Street-Slater's Lane Connection
Date: Sun, Feb 14, 2016 12:07 pm

Dear Mr.Moritz:

I was unable to attend the January 28th BIAG meeting—only my second excused absence in all these years—but I understand that the issue of connecting N. Fayette Street, a designated residential street, to Slater's Lane was once again brought up by development attorney Mary Catherine Gibbs in connection with the Jaguar, now Gateway project.

The Braddock Metro Neighborhood Plan describes N. Fayette Street as a pedestrian street, a major thoroughfare in the "grid" of walking streets outlined in the BMNP which would enhance foot traffic in the neighborhood.

The West Old Town Citizens Association strongly opposes any Gateway site plan which allows Slater's Lane automobile traffic to connect directly with N. Fayette Street via a Monroe Street Bridge underpass.

Years ago, as part of the Woodrow Wilson Bridge project, the neighborhood worked closely with city officials, primarily City Manager Vola Lawson and T&ES Director Tom O'Kane; later with T&ES Director Rich Baier briefly, to correct the U.S. Route 1 southbound traffic flow. Traffic studies were repeatedly undertaken and the recommendations as implemented resulted in the successful removal of 20,000 southbound cars daily from N. Fayette and N. Payne Streets. Both directors addressed the need for future protection.

Since the Braddock Metro Neighborhood Plan in fact designates N. Fayette Street as a walking street, "from Queen to Route 1" (BMNP p.122), it makes no sense that the city of Alexandria would, on the one hand, speak of "walkable streets" and even "bike boulevards" (p. 79 of the BMNP) while, at the same time, condoning the proposed Slater's Lane connection. Southbound traffic congestion especially that which occurs during the evening rush hour should not be encouraged. To do so will make the "walkability" of N. Fayette Street equivalent to that of U.S. Route 1: fume-filled and hazardous.

May I also point out that p. 112 of the BMNP states a proposed "pedestrian connection to Slater's Lane from the extension of Fayette Street shall be provided." While this pedestrian connection is discussed several times in the Plan, nowhere is the notion of an automobile connection broached.

Thank you for your attention to this matter.

Leslie Zupan, President
West Old Town Citizens Association
1309 Queen St.
Alexandria, VA 22314
(703) 980-2733 (Cell)