

**DOCKET ITEM #10****Development Special Use Permit # 2016-0040****Transportation Management Plan SUP # 2017-0056****1070 and 1100 N. Fayette Street – Braddock Gateway Phase II**

Application	General Data	
Project Name: Braddock Gateway Phase II	PC Hearing:	June 6, 2017
	CC Hearing:	June 24, 2017
	If approved, DSUP Expiration:	June 24, 2020
	Plan Acreage:	3.12 acres
Location: 1070 N. Fayette Street 1100 N. Fayette Street	Zone:	CDD#15
	Proposed Use:	Mixed-Use (Residential/Retail)
	Dwelling Units:	258
	Gross Floor Area:	283,360
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 of a request to demolish an existing warehouse to construct a multi-family building with ground floor retail, a new community park, and a new street network.

Special Use Permits and Modifications Requested:

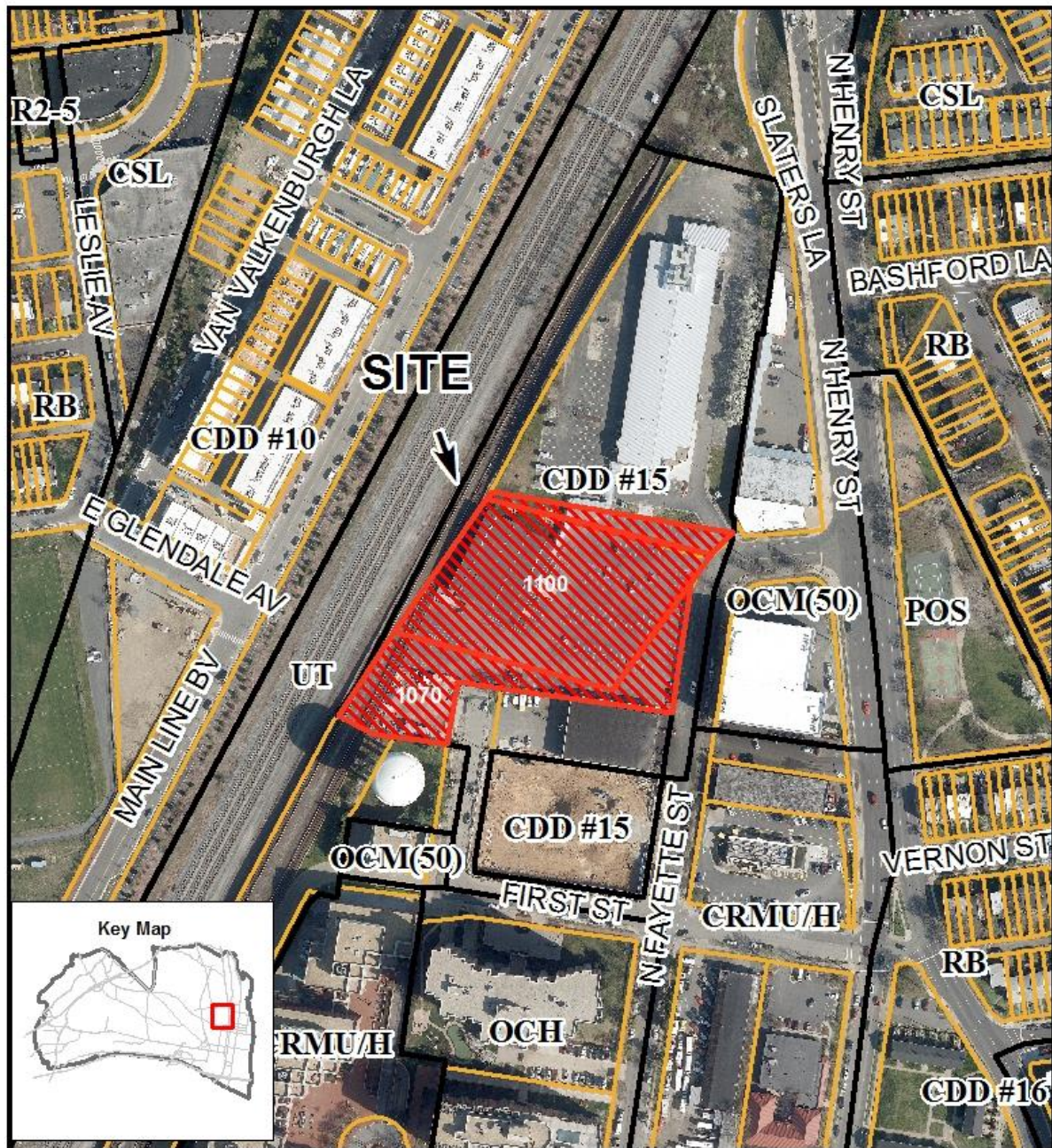
1. A development special use permit and site plan with modifications to construct a multi-family building with ground floor retail
2. A special use permit for more than 1 mechanical penthouse
3. A special use permit for a Transportation Management Plan

Staff Recommendation: APPROVAL WITH CONDITIONS**Staff Reviewers:**

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Development Special Use Permit #2016-0040
Transportation Management Plan Special Use
Permit #2017-0056
1100 & 1070 North Fayette Street - Braddock
Gateway Phase II



I. SUMMARY

A. Recommendation

Staff recommends approval of the proposed Braddock Gateway Phase II project. The development is a significant milestone for implementing the long-term vision for the Braddock neighborhood as a walkable, transit-oriented area with high-quality architecture, open spaces, and a mix of uses. The project will provide a wide range of benefits for the City and surrounding community which include:

- A new community park with passive and active open space areas
- Replacement of a warehouse facility with a new mixed use LEED building with high-quality architectural elements and materials
- New retail space in the neighborhood (approximately 8,100 square feet)
- \$1.84 million in affordable housing related contributions including 4 on-site units
- Enhanced streetscape along N. Fayette Street
- A new road with enhanced streetscape around the new park
- Expansion of the walkable street network in the neighborhood
- \$30,000 for a new Capital Bikeshare station on the site
- A new art feature in the community park as a focal point for the neighborhood

B. General Project Description

The applicant Jaguar Development LLC, is proposing to construct a mixed use building with 258 multi-family residential units, approximately 8,169 square feet of ground floor retail, and a 28,511 square foot community park.

The applicant is requesting the following approvals as part of this project:

- Development special use permit and site plan with modifications to construct a multi-family building with ground floor retail
- Special use permit for more than 1 mechanical penthouse
- Special use permit for a Transportation Management Plan

The following key issues were evaluated as part of the staff analysis and are addressed within the report:

- Conformance to the Braddock Metro Neighborhood Plan
- Design elements of the site, open space, and building
- Pedestrian and streetscape improvements
- Compliance with City policies
- Affordable housing
- Parking
- Traffic
- Special Use Permit requests

- Modification requests
- Community outreach

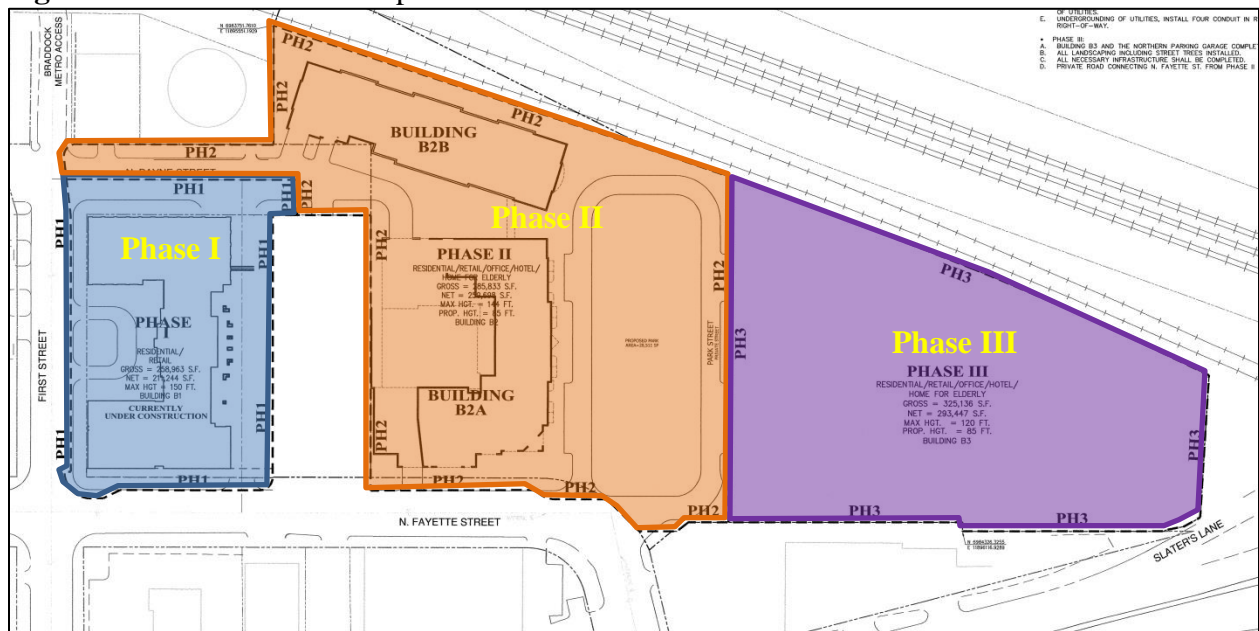
II. BACKGROUND

A. 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, and a fast food restaurant. 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 CDD is divided into two areas: the northern area is approximately six acres and the southern area is approximately one acre, separated by a 1-story industrial building that is being used as part of the Yates Auto Repair business. The site is currently occupied by four warehouse facilities, surface parking lots, and an active construction site (Phase 1). The terrain slopes downward from the north to the south, and most of the property is impervious area without vegetation.

The Phase 2 portion of the site is located on approximately three acres within the six acre northern portion of the CDD, bound by N. Fayette Street to the east, the rail tracks to the west, and the Yates Auto Repair building to the south. This location is currently occupied by the DC Metro Church, which has one warehouse building on the subject site for Phase 2, a second building lies just to the north within Phase 3 of the DSUP.

Figure 1: CDD #15 Phase Map



B. 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 recession took its toll on development projects in the City and the region. 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.

2011 – Phase 1 DSUP: 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. Phase 1 is currently under construction and anticipated to be completed and occupied by the Fall of 2017.

2012 – 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.

2014 – Phase I DSUP Extension: 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 the Fall of 2017.

2016 – CDD Amendments: The applicant requested a series of CDD amendments that were approved in April 2016 to reconfigure many elements of the multi-phased CDD Concept Plan. While the changes were substantive in nature, the overall density, floor area, and general site layout remained unchanged from the original plan. The amendments included; (1) a consolidation of the phasing, from five separate phases to three, (2) changes to the building footprints to provide three separate buildings, two of which have two distinct components linked by pedestrian bridges, (3) a change to the height of the buildings for Phase 2 and Phase 3 from 144 and 120 respectively to 85 feet for both buildings, (4) changes to the proposed uses that increased the amount of retail, added home for the elderly as a permitted use, and changed an office building to residential, and (5) changes to the future street network on the site that converted a portion of the Payne Street extension to pedestrian only, and extended Fayette Street further north to connect with Slater's Lane (for southbound traffic only).

The Phase 2 DSUP is considered a catalyst project within the Small Area Plan, a designation that was also re-confirmed for the Phase 1 DSUP as part of the 2014 extension request. In the event that the Phase II DSUP does not move forward as proposed, the catalyst status will be removed.

C. Detailed Project Description

The applicant Jaguar Development LLC, is proposing to demolish the existing one-story brick warehouse building at 1100 N. Fayette Street to construct a mixed use building with 258 multi-family residential units, approximately 8,169 square feet of ground floor retail, and a 28,511 square foot community park. A new street will be constructed around the community park to provide access to the open space and serve as the primary frontage for the proposed Phase 2 building as well as the future Phase 3 mixed-use building. Payne street will also be extended as a bicycle and pedestrian pathway to the new community park. The proposed Phase 2 building will include 246 parking spaces, 206 of which will be located within a two-level underground parking garage. Forty of the spaces will be located at grade within the first level of the building and most of these spaces will be designated for retail patrons.

III. ZONING

Table 1: Zoning information

Property Address:	1070 and 1100 N. Fayette Street	
Total Site Area:	136,124 square feet (3.12 acres)	
Zone:	CDD#15 (Coordinated Development District)	
Current Use:	Church/Warehouse/Parking Lot	
Proposed Use:	Mixed Use – Residential and Retail	
	Permitted/Required	Proposed
Gross Floor Area	See net floor area	283,360 square feet
Net Floor Area*	558,756 net square feet remaining of total development permitted in CDD#15	257,484 square feet
Height	144 feet	85 feet
Setbacks	N/A	N/A
Open Space:	35% (47,643 square feet)	40.8% (55,476 square feet)
Parking	Residential: 224 Retail: 21 spaces	Residential: 225 spaces Retail: 21 spaces
Loading spaces:	1 for retail 0 for residential	0 for retail (modification requested) 2 for residential

* Flexible between each phase, maximum floor area permitted for entire CDD#15 = 770,000 net square feet

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 DSUP is a direct implementation of the CDD and maintains this alignment with the Braddock Metro Neighborhood Plan. The proposed development complies with the Plan's general guidance in areas such as:

- **Pedestrian-oriented blocks:** The existing street grid in the neighborhood provides the foundation for creating a pedestrian oriented environment. The Small Area Plan describes this grid as “a network of relatively tight, 350 foot by 250 foot blocks separated mostly by two-laned streets promotes walking and is central to creating the neighborhood’s prevailing character and sense of place” (page 35). Phase 2 as proposed will expand the neighborhood street grid north by one block and increase the pedestrian-oriented public realm through street scape improvements along Fayette Street, the new community park, and the new road around the park.
- **New community park:** The location of the community park was identified in the Small Area Plan to create a visual and a physical connection with the existing Powhatan Park across Route 1 from the site. The Phase 2 proposal is implementing this vision for the park, and creating a valuable public amenity with both passive and active open space areas.
- **Building Height and Scale on Fayette:** The proposed 85 foot height of the mixed-use building is in compliance with the maximums prescribed by the plan (page 93). 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). These building shoulders also relate in scale to those on the Phase 1 building (The Dalton) which is nearing completion one block south of the subject site at the corner of Fayette Street and First Street.
- **Neighborhood Serving Retail:** The proposal includes over 8,100 square feet of new ground floor retail fronting onto Fayette Street and a portion of the new community park. The Plan calls for additional neighborhood serving retail in the community and specifies the location proposed with this DSUP (page 48, 51). In total the CDD will have over 18,000 square feet of retail at full build-out between the three phases.
- **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). Several specific design features identified in the Plan have been incorporated into this DSUP such as building shoulders, active uses on the ground floor, ample sidewalks,

street trees, and bicycle facilities. These elements will help create a walkable and pedestrian oriented environment along Fayette Street.

- **Braddock Neighborhood Funds:** Per the Small Area Plan and the conditions of CDD#15, the Phase II proposal is to provide monetary contributions to the Braddock Neighborhood Open Space Fund and the Community Amenities Fund. Based on the contribution rate for catalysts projects and the amount of floor area proposed, Phase II would have a contribution of \$294,694 for the Neighborhood Open Space Fund (\$1.04 x 283,360 gross square feet). When the two funds were established by City Council in 2009, a provision was included that the new community park could be counted towards the developer's open space contribution at a rate of \$15 per square foot of park provided not to exceed \$375,000. Based on the size of the park (28,511 square feet) the \$375,000 credit in this case would be provided in lieu of the \$294,694 open space fund contribution. A similar credit exists for the Community Amenities Fund. Based on the contribution rate for catalysts projects and the amount of floor area proposed, Phase II would have a contribution of \$127,512 for the Community Amenities Fund (\$0.45 x 283,360 gross square feet). Condition #17 of the CDD allows the developer to credit the cost of undergrounding off-site utilities at the intersection of Fayette Street and Route 1 which is proposed with this DSUP. The exact cost of the undergrounding work and the applicable credit will be determined during the Final Site Plan process.

B. Design Elements

Site Design and Open Space

The applicant proposes to demolish an existing warehouse building and a large surface parking lot to construct a mixed-use building with multi-family residential and ground floor retail. The new building is sited directly on N. Fayette Street and will also front onto a new road and community park that will be constructed as part of this DSUP. The building is broken into two segments that are linked by an interior pedestrian bridge at the second floor. Between the two building segments Payne Street connects as a bike/pedestrian passageway that will link Payne Street to the new community park.

A significant feature of the site design is the community park that lies between the proposed building and the future building that will be constructed as part of Phase 3 to the north. The park is centrally located on the 7-acre site of CDD#15 directly west of the existing Powhatan Park located at N. Henry and Vernon Streets and will be approximately 28,000 square feet (2/3 of an acre). The placement of the park was intentional, as it offers a visual and a physical connection with Powhatan Park. The community park is envisioned to have a mix of passive and active open space areas with a central plaza. An art element will also be installed in the park along the Fayette Street frontage. The park will be maintained and owned by the developer and will include a public access easement over the entire space. The proposal also includes wide brick sidewalks along N. Fayette Street with room for outdoor dining where the retail space is proposed and landscaping throughout. The proposed park design incorporates the vision of the Small Area Plan and also feedback from the community that was received during concept stages.

The developer will continue this dialogue with the community as the final design of the park progresses during the Final Site Plan process.

Table 2: Proposed Open Space for Braddock Gateway Phase II

	Open Space
Ground-level Open Space	50,306 sf (37.0%) <i>Publically Accessible</i>
Above-grade Open Space	5,170 sf (3.8%) <i>Private</i>
Total	55,476 sf (40.8%)

Building Design

The current proposal is the result of many years of planning and design. During the time that passed between the approval of the initial project in 2008 and the current design, costs, market conditions and absorption rates, among other factors, have changed. The result, seen here, keeps as much as possible of what was previously approved, while at the same time bringing forth a project that is economically feasible.

The design is broken into two clearly distinguishable buildings. The eastern two thirds, fronting North Fayette Street and the new park, follows the Art Deco revival spirit of the previously approved design faithfully, while the western wing, situated as it is along the Metrorail and CSX track frontage, has been designed to recall the trackside warehouse buildings that are traditionally seen along railroad corridors throughout the mid-Atlantic and northeast.

The east wing carries forward the High Art Deco style originally proposed, with strongly vertical bays, accented by thin vertical fins of brick or break-formed metal panels, separated by strong, vertical brick piers. The lower levels are accented by strong rustication with alternating bands of brick in contrasting colors. This banding is carried further up the façade at a smaller scale to tie the base and tower portions together visually. The center bay facing north towards the new park features a 45 degree angled form rising above the penthouse to create a distinctive skyline accent. At the bottom, this same form creates weather protection for the main lobby entrance. The lower levels of the building are accented with projecting metal bays, giving additional visual weight to the bottom of the building, and by contrast allowing the upper portions of the facade to soar dramatically. In terms of massing and conformance to the Braddock Metro Neighborhood Plan, the building steps down twice towards North Fayette Street: first, from 7 to 6 stories, then again from 6 to 3, to create a pedestrian-scaled “shoulder” along the retail edge. The ground level corner space created between these two masses opens up a well scaled pedestrian plaza/seating area ideal for outdoor dining.

As nearby developments, such as The Belle Pre, have gone forward, there has been a realization that there is more demand for medium-scale retail, particularly along North Fayette, where high

pedestrian traffic related to Metro exists and will certainly increase. For this reason, the eastern wing has been reconfigured to include 8,169 SF of street- and park-facing retail, along with on-grade but fully enclosed retail serving parking (approx. 40 spaces).

The west wing of the proposed building, connected to the east wing by a one-level glass bridge over the pedestrian extension of North Payne Street, sets up a dialogue with the east wing through the expression of its north and south ends. These recall the forms and colors of the east wing, but in a much more understated way. Connecting the two ends, the middle section of the building gives a contemporary interpretation of the rail side warehouse/manufacturing buildings of the past, with a heavy, dark brick base, surmounted by a three- to four-story composition of simple vertical bays, with understated ornamentation at the fifth and sixth floor cornice levels. The use of corrugated metal panels for spandrel areas and upper façade cladding on this building helps to tie it visually to its more exuberant neighbor, where the same material is (even more sparingly) in some of the spandrel areas between the vertical fins, and on the detailed penthouse.

C. Pedestrian and Streetscape Improvements

The public realm and streetscape around this site will be enhanced as part of this DSUP. The existing conditions include surface parking with no sidewalks. The applicant is proposing to install a 20 foot wide brick sidewalk with street trees along the entire N. Fayette Street frontage. There will also be a 14 foot sidewalk with landscaping and street trees in front of the building along the park road frontage. The design of the community park includes streetscape and pedestrian walkways with a variety of special paving treatments surrounded by landscaping. A pedestrian/bicycle pathway is also proposed linking N. Payne Street to the community park, in between the two segments of the Phase 2 building. This pathway will be approximately 20 feet wide and include special paving treatment and landscaping.

D. Compliance with City Policies

The proposed development meets applicable City policies including:

Green Building Policy

The City adopted the Green Building Policy in 2009 which established an expected standard for green building certification for new development. The Policy requires the residential portion of the building to be LEED Certified or an equivalent certification from another third party program. The retail portion of the building is required to meet a LEED Silver (or equivalent) certification level. Attainment of these LEED levels is included in the conditions of approval for this project. The applicant has indicated they will comply with the Policy and the specific third party certification program will be finalized during the final site plan process.

Public Art Policy

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in

the neighborhood. The applicant has indicated that on-site public art will be installed within the community park. Staff will continue to work with the applicant on the details of the public art design and location during the final site plan process.

Affordable Housing Policy

The applicant will be providing a total housing contribution of \$1.84 million which is consistent with the conditions of the CDD approval in 2008. This contribution exceeds the typical amount provided by developers. The contribution includes a combination of on-site units and monetary funds. There will be 4 on-site units reserved for households making 60% or below of the area median income, and a monetary contribution of \$920,000 to the Housing Trust Fund. These funds reflect the portion reserved for potential future offsite ARHA replacement units pursuant to the Braddock Metro Neighborhood Plan. The on-site units are consistent with the Housing Master Plan's recommendation to focus affordable housing efforts in areas near transit. Additional details and background on the affordable housing component of the project are provided below.

E. Affordable Housing

As part of the development approval process for CDD #15 in 2008, the applicant agreed to provide a voluntary \$5 million contribution to the Housing Trust Fund to be paid proportionately as each development requested certificates of occupancy. This contribution was more than double the standard contribution based on the developer-endorsed formula in effect at that time. With the amendment to the CDD in 2016 (CDD 2015-00005), the timing of the housing contribution was adjusted with the first phase of the project to provide a \$1 million contribution and the remaining \$4 million to be paid proportionately through the remaining two phases. Under this agreement, a monetary contribution to the Housing Trust Fund in the amount of \$1.84 million would be anticipated with Phase II (equal to 46% of the square footage of the remaining two phases of the Braddock Gateway project).

At the time of approval of CDD 2015-00005 in 2016, City Council expressed an interest in securing affordable units on-site in lieu of a monetary contribution. In response to this guidance and consistent with the Housing Master Plan's recommendation to focus affordable housing efforts in areas near transit and with the greatest potential for increased density and mixed-use development, staff explored with the applicant the option for onsite units in Phase II. The applicant agreed to provide four onsite units which are equivalent to one-half of the value of the \$1.84 million contribution amount and the balance of the contribution (\$920,000) in the form of a monetary contribution to the Housing Trust Fund. These funds reflect the portion reserved for potential future offsite ARHA replacement units pursuant to the Braddock Metro Neighborhood Plan.

The four affordable onsite rental units (two one-bedrooms and two two-bedrooms) will be affordable to households with incomes at 60% of the area median income (AMI) which equates to \$46,380 and \$66,180 for households of one and four persons, respectively (Source: HUD, 2017) and will remain affordable for a 40-year period. The \$920,000 reservation of funds for

potential offsite replacement units must be maintained pending completion of the redevelopment of all Braddock area ARHA properties.

At its May 4, 2017 meeting, the Alexandria Housing Affordability Advisory Committee (AHAAC) unanimously voted to support the change in the applicant's affordable housing contribution.

F. Parking

Phase II of Braddock Gateway proposes residential and retail/restaurant uses. As such, the development has an associated parking requirement. Based on the applicant's bedroom count and proximity to metro per the City's multifamily parking standards, the applicant is required to provide 248 spaces. The applicant has chosen to accept credits for its proximity to four different bus routes and its walkability, thereby resulting ratios of 0.72 spaces per bedroom and 0.87 spaces per dwelling unit. Based on these ratios, the applicant will provide 225 spaces in the garage for residents and visitors.

The approval of CDD2015-0005 for the Braddock Gateway development required that a minimum of 60% of the visitor parking spaces for Phase I's residential development be accommodated on-site. Any remaining portion thereof would need to be accommodated in Phase II, unless if Phase II were amended. The CDD's approval and the approval of Phase I predated the City's update to its multifamily parking requirements. Re-calculating the Phase I's parking requirement using the new multifamily standards removes the need to supply off-site visitor parking. On April 6, 2017 the City's Planning Commission approved an amendment the Phase I DSUP application. City Council approved the amendment at its April 22, 2017 public hearing meeting. Consequently, Phase II is not required to provide additional visitor parking to accommodate the needs of Phase I.

The applicant proposes 8,169 square feet for retail or restaurant use, noting that the restaurant will not exceed 144 seats. Per the current zoning ordinance, restaurants are required to provide 1 space for every 4 seats. The Braddock Metro Neighborhood Small Area Plan exempts the first 60 restaurant seats, rendering the requirement of 21 parking spaces. The Braddock Metro Neighborhood Small Area Plan requires a ratio of 3 spaces per every 1,000 square feet of retail. The first 1,200 square feet are exempted from this requirement, resulting in the requirement of 21 parking spaces. The applicant proposes 21 spaces for the retail or restaurant use, satisfying the City's requirements. The retail uses will be differentiated from the residential uses and will be provided at-grade in the parking garage.

Table 3: Parking Calculations

Number of Units	258	
Number of Bed Rooms	310	
Base Ratio	0.8	Maximum of 248 spaces

Credits		
Walkability Index	5%	
4 or more bus routes	5%	
Total Credits	10%	
Resulting Ratio	0.72 spaces per bedroom	Minimum of 223 spaces
Residential Parking Provided		225 spaces
Retail Parking Provided		21 spaces
Total Parking Provided		246 spaces

G. Traffic

Gorove/Slade Associates performed the Traffic Impact Study for the Braddock Gateway site. The proposed development includes 811 residential units and 18,890 SF of retail in three phases. The Traffic Impact Study analyzed the full buildout of all three phases. The full development is projected to generate 113 weekday AM peak hour trips; 147 PM weekday peak hour trips; and, 1,535 total daily trips. The traffic projections assume a 40% reduction for non-auto mode split or pass-by trips. The reduction was agreed to during the scoping process and is due to the sites' proximity to the Braddock Metro Station. A nominal reduction was also assumed for internal capture trips, and is based on rates published by the Institute of Transportation Engineers. No future background traffic was applied to existing traffic volumes. This was based on VDOT data that showed relatively flat traffic growth on the study area roadways in recent years. Trips generated by eight nearby approved developments were included in the future traffic volume projections, in addition to trips generated by the full Braddock Gateway development.

A new connection for southbound vehicles from the Slaters Lane ramp to N Fayette St will be constructed as part of the Braddock Gateway development project. This new road will only serve southbound traffic, is not expected to greatly increase the number of vehicles using N Fayette St, and will have a negligible impact of the LOS of the intersection of N Fayette St and First St.

As part of this development, a new traffic signal will also be installed at the existing intersection of Route 1 and N Fayette St. While this will create some delay for both northbound and southbound vehicles on Route 1 where there is none today because the intersection is unsignalized, installing this signal will allow vehicles to turn onto Route 1 from N Fayette St more safely and will eliminate the need for left turning vehicles to cross three lanes of free-flowing traffic to turn from N Fayette St onto Route 1 northbound.

The results of the traffic impact study indicate that the proposed project will have minimal impacts on the surrounding roadways. The only signalized intersections that will operate at level of service (LOS) D or worse are:

- N Patrick St at Montgomery St during the AM peak hour
- N Patrick St at Madison St during the AM peak hour

The level of service for the northbound left/thru at the intersection of N Patrick St and Montgomery St during the AM Peak Hour drops from LOS C to LOS E. As the major movement, this causes the overall intersection to operate at LOS E. This drop in LOS is mostly due to increased vehicle volumes generated from the nearby approved development projects included in the future background traffic projections. Despite the drop in level of service this intersection is expected to continue to function reasonably well.

The level of service for the northbound thru/right at the intersection of N Patrick St and Madison St drops from LOS D to LOS E during the AM peak period. As the major movement, this causes the overall intersection to operate at LOS E. This drop in LOS is also mostly due to increased vehicle volumes generated from the nearby approved development projects included in the future background traffic projections. Despite the drop in level of service this intersection is expected to continue to function reasonably well.

The following tables illustrate the changes in level of service at nearby signalized intersections.

Table 4: AM Peak LOS

Intersection	Existing Conditions	2020 with Full Development
Route 1 & Potomac Ave	A	A
Route 1 & Slaters Ln	B	C
Route 1 & N Fayette St	F (unsignalized)	A
N Henry St & First St	B	B
N Patrick St & First St	A	A
N Henry St & Montgomery St	A	A
N Patrick St & Montgomery St	C	E
N Washington St & Montgomery St & Powhatan St	A	B
N Henry St & Madison St	A	A
N Patrick St & Madison St	C	E
N Washington St & Madison St	C	B

Table 5: PM Peak LOS

Intersection	Existing Conditions	2020 with Full Development
Route 1 & Potomac Ave	B	C

Route 1 & Slaters Ln	B	C
Route 1 & N Fayette St	F (unsignalized)	A
N Henry St & First St	B	B
N Patrick St & First St	A	A
N Henry St & Montgomery St	A	A
N Patrick St & Montgomery St	A	A
N Washington St & Montgomery St & Powhatan St	C	C
N Henry St & Madison St	A	A
N Patrick St & Madison St	B	B
N Washington St & Madison St	A	A

H. Special Use Permit Requests

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits, several of which are requested with this application. The zoning ordinance requires the following provisions be met for approval of an SUP:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

SUP for more than one mechanical penthouse

While technically one structure, there are two distinct building footprints with this proposal. Mechanical equipment is needed for both sections of the building and will be placed on the roof of each of the two building components. The mechanical equipment on the roof of the main, park-facing building will be screened by the art-deco styled architectural feature located at the center of the front façade. The mechanical equipment on the western building component will also be screened by a central architectural feature. This mechanical equipment will not be visible from the public right-of-way and will not adversely affect the health or safety of persons residing or working in the neighborhood.

Transportation Management Plan

The applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). To support this plan, the applicant has agreed to yearly rates of \$84.07 per residential unit, and \$0.21 per square foot of retail space.

The TMP will require a coordinator to implement and oversee the TMP program for both residential and retail. The TMP requires annual reporting and surveys. Specific elements of plan implementation are included in the conditions and allow for flexibility based on the needs and interests of the residents. Specifics of the TMP for this project are outlined in Attachment 1.

I. Modification for a Loading Space Reduction

As part of this DSUP, the applicant is requesting a modification to the off-street loading space requirements. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications are (1) necessary or desirable to good site development, (2) that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought and (3) that such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

The applicant is requesting a reduction in the number of loading spaces provided. Section 8200(B) of the Zoning Ordinance requires one off-street loading space for every 20,000 square feet of retail. There is 8,169 square feet of retail proposed with this DSUP which equates to one off-street loading space. The applicant is proposing on-street loading for the retail along the proposed Park Road. The loading area will be located out of the travel lanes and within the on-street parking in front of the retail. On-street loading occurs in many parts of the City, and the proposed location for the on-street loading is not on a busy street. The Zoning Ordinance does not have a requirement for residential loading; however the applicant is proposing 2 loading spaces for the residential units. Providing on-street loading for the retail allows for an efficient parking garage design that does not need to accommodate truck turning movements and a smaller curb cut along Fayette Street which is designated as a walking street in the Small Area Plan.

V. COMMUNITY

The applicant presented the DSUP proposal to the Braddock Implementation Advisory Group (BIAG) in May 2017. Prior to that, the Phase II project was presented along with the other phases to BIAG in January 2016 and May 2015 as part of the CDD amendments that were approved by City Council in April 2016. The project was also presented to the Federation of Civic Associations in May 2017. Issues discussed at these meetings included traffic concerns, building height transitions, retail space design and functionality, and building architecture. Staff was in attendance at all meetings, and has worked with the applicant to address issues and questions raised by the community.

VI. CONCLUSION

Staff recommends approval of the development site plan and modifications and all associated special use permits subject to compliance with all applicable codes and the following staff recommendations.

Staff: Karl Moritz, Director, Planning and Zoning
Robert M. Kerns, AICP, Chief, Development Division
Dirk H. Geratz, AICP, Principal Planner, Development Division
Ryan Price, Urban Planner, Development Division

VII. GRAPHICS

View of building and park looking west



Building 2A North Elevation



Building 2A East Elevation



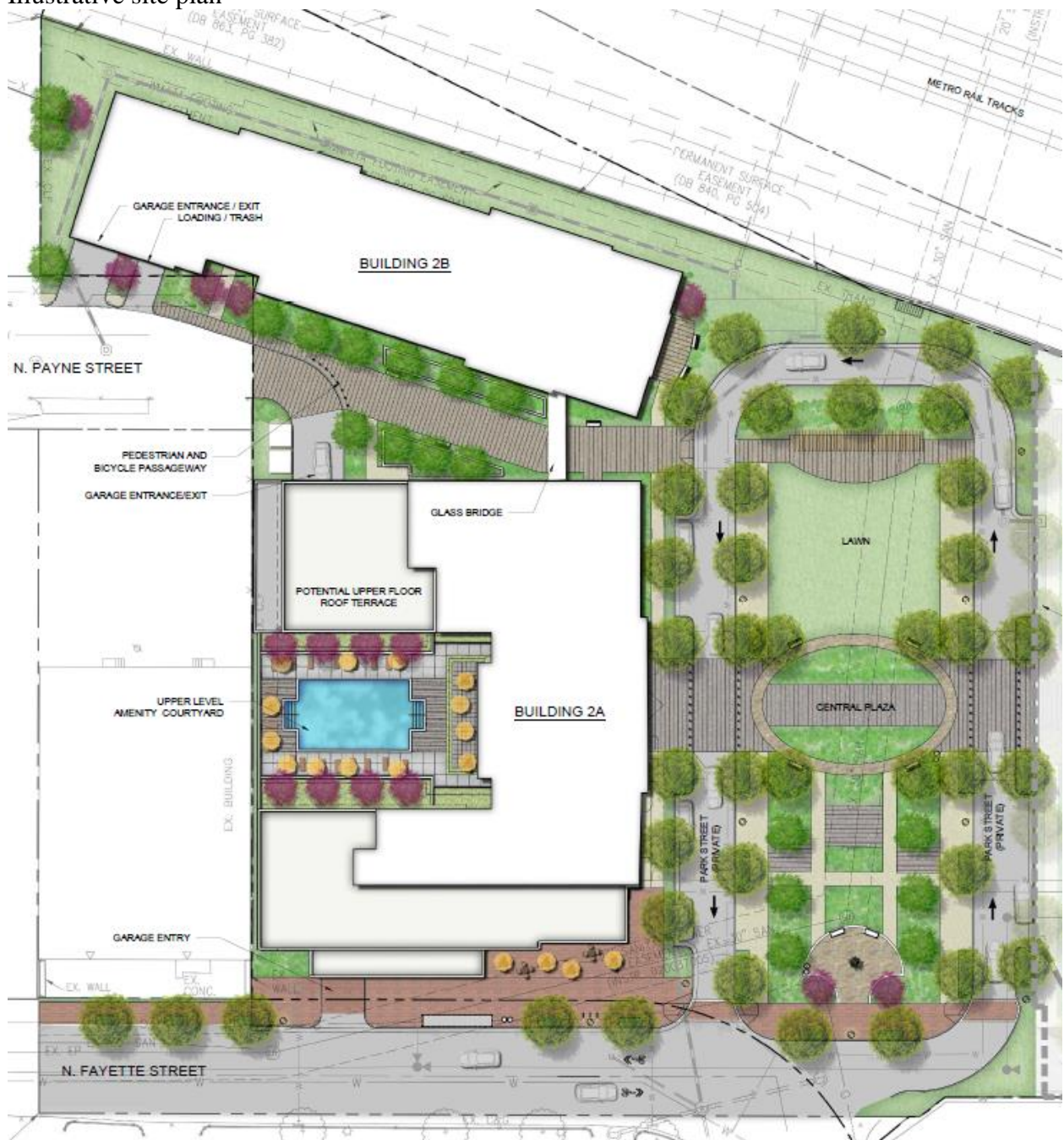
Building 2B North Elevation



Building 2B West Elevation



Illustrative site plan



VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated March 9, 2017 and elevations dated March 7, 2017 and comply with the following conditions of approval.
2. The project is subject to all applicable Coordinated Development District conditions as approved by City Council in CDD2015-0005. (P&Z)

A. PEDESTRIAN/STREETSCAPE:

3. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - g. Provide thermoplastic pedestrian crosswalks at all crossings within the right of way at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - h. Private crosswalks on internal park road proposed with alternate materials shall be designed to withstand loads from delivery vehicles that will access the private street loading area.
 - i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - j. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts
 - k. Provide all access easements consistent with the dimensions shown in CDD15. *** (P&Z)(T&ES)

B. PUBLIC ART:

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

C. OPEN SPACE/LANDSCAPING:

5. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional

- structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
- g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)
6. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
 - f. Any irrigation within the right of way will require a maintenance agreement be recorded prior to release of the site plan. (P&Z) (T&ES)
 - g. (Code Administration) (P&Z)(RP&CA)
7. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains, outdoor game tables and other associated features (P&Z)(T&ES)
8. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)
9. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements,

which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the Final Site Plan, the consultant shall provide text and graphics for the interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.* (Arch)(P&Z)

D. BUILDING:

10. The building design, including the quality of materials, final detailing, and shall be consistent with the elevations dated March 7, 2017 and the following conditions. (P&Z)
11. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Any ventilation for the retail/commercial use shall be reviewed and approved to the satisfaction of the Director Planning and Zoning.
 - b. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color.
 - c. Ventilation for the restaurant and retail spaces shall be accommodated through the roof, and not located near any intake vents. (P&Z)
12. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4 inch = 1 foot (1/4" = 1'). (P&Z)
13. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **

- e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
14. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver (or equivalent) for the retail portions of the building and LEED Certified (or equivalent) for the residential portion of the building to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification and LEED Certification from USGBC (or equivalent) within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and LEED Silver (or equivalent) for the retail portion of the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
 - f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(T&ES)
15. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
16. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
17. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp](http://www.epa.gov/WaterSense/pp). (T&ES)

18. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

E. RETAIL USES:

19. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. One leasing office for the building is allowed;
 - b. Retail shopping establishments shall not include appliance stores, auto parts stores, and solely lawn and garden supply stores;
 - c. Personal service uses shall not include appliance repair and rental, contractors’ offices, laundromats, and pawnshops;
 - d. Day care centers are subject to the applicable conditions below;
 - e. Restaurants are subject to the applicable conditions below; and
 - f. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed.
 - g. The term “retail” within this DSUP shall include all of the uses listed herein, even if those uses are referred to as “restaurant” or “personal service” in the Zoning Ordinance. (P&Z)
20. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
 - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)
21. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit subject to public hearing.
22. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. Provide a minimum 15 feet floor to floor height.

- b. All retail entrances along N. Fayette Street shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
23. The Director of Planning and Zoning shall review the administrative Special Use Permit after it has been operational for one (1) year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

F. SIGNAGE:

24. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z and T&ES.*
- a. Signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. (Arch)(P&Z)(T&ES)
25. The building signs shall be designed to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The building signs shall be designed of high quality materials.

- b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
- 26. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 27. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

G. HOUSING:

- 28. *Monetary Contribution Condition:*
 - a. The Applicant shall contribute \$920,000 to the Housing Trust Fund for Braddock Gateway Phase II. Contributions to the Housing Trust Fund shall be paid proportionally as the Applicant requests certificates of occupancy.
 - b. At the time of each payment, the contribution shall be adjusted consistent with the provisions in CDD 2015-0005, Condition #54.
- 29. *Set Aside Conditions:*
 - a. The developer shall provide two one-bedroom and two two-bedroom affordable set-aside rental units consistent with the Affordable Housing Plan dated April 26, 2017.
 - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances) for a period of 40 years from the date of initial occupancy of each affordable unit. The developer shall re-certify the incomes of resident households annually.
 - c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the developer's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit, or may be allowed to remain in the same unit, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must

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

- d. Households receiving Housing Choice Voucher assistance will not be denied admission to an affordable set-aside unit on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- e. The developer agrees that residents of set-aside units shall have access to all amenities offered on the entire Development.
- f. The set-aside units shall be of the same size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times.
- g. For their first parking space, residents of the set-aside units shall be charged a parking fee equivalent to no more than the cost of the sticker and management fee. Any additional parking spaces will be subject to standard fees.
- h. The developer shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The developer shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
- i. The developer shall list all set-aside units in www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- j. The developer shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- k. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration, and require final approval from the City Manager.
- l. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent.

H. PARKING:

30. Provide a minimum of 84 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO.
 - a. 75 class 1 or class 2 spaces for residents
 - b. 6 class 2 or class 3 spaces for residents' guests
 - c. 2 class 2 or class 3 spaces for retail patrons, installed within 50' of the retail entrance
 - d. 1 class 2 or class 3 space for the retail employee, installed within 50' of the retail entrance. *** (T&ES)
31. Provide sharrows on North Fayette Street per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. (T&ES)
32. Locate 224 parking spaces in the underground garage for residents and 21 spaces for retail users. Residential parking spaces shall be separated from office / retail spaces through controlled access signage, or surface markings. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)
33. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
34. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)
35. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and shall at a minimum include the following:
 - a. General project information/summary and development point of contact.
 - b. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.

- d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - f. Information/circulation diagram noting how cyclists will reach the bicycle storage.
 - g. Information on location of spaces for carpool/vanpool, monthly account permits and transient day parkers.
 - h. Information on the location of any carshare vehicle or electric vehicle spaces.
 - i. A description of and plan showing access control equipment and locations.
 - j. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - k. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - l. How rates will be determined and details of validation program if proposed.
 - m. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
36. Parking spaces within the underground parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
- a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.
 - b. Provide a parking management plan to include, at a minimum, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
 - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third party lease holders.
 - c. Provide a copy of the lease or other agreement to be used for market rate parkers.
 - d. Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether

any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (T&ES) (P&Z)

37. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. Within the project area, any parking meters which are placed on private streets with public access easements or on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z)(T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

LARGE PROJECTS (Tier 2 or 3)

38. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. Below are the basic conditions from which other details originate. (T&ES)
39. 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)
40. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
41. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be \$84.076 per residential unit, \$0.210 per square foot of retail space, \$0.263 per square foot of commercial space, \$42.038 per hotel room and \$0.105 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first

certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)

42. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. *** (T&ES)
43. 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)
44. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
45. 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)

J. SITE PLAN:

46. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
47. Submit the plat of subdivision and/or consolidation and all applicable easements and/or dedications prior to or concurrently with the Final Site Plan submission.

The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan.* (P&Z)(T&ES)

48. A permanent public open space easement shall be established for the community park and pedestrian/bicycle pathway between buildings B2B and B2A prior to the release of the first certificate of occupancy.*** (P&Z)
49. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)(T&ES)
50. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(BAR)
51. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES. In accordance with City of Alexandria lighting standards, the minimum lighting levels on a sidewalk for an office/multifamily and shopping areas/ wholesale development must be 1.0 and 2.0 fc, respectively
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens and Watts.
 - d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the

- property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas to comply with Section 13-1-3 of the Code.
 - h. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches.
 - i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - m. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - n. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)
52. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
53. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

54. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements/layers are correctly located and will connect.* (P&Z)(DPI)

K. CONSTRUCTION MANAGEMENT:

55. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.* (T&ES)
56. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
- a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting are needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Include references to appropriate details and standards to be used in the development of Maintenance of Traffic Plans (MOTs) that will be required for right of way permits, to include references for proposed controls for traffic movement, lane closures, construction entrances and storage of materials;
 - f. Copies of the MOT(s) approved for the right of way permits shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
57. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction

- workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
- b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
58. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. The maintenance of pedestrian access shall be included in the Construction Management Plan and will be approved by T&ES. (T&ES)
59. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
60. No major construction staging shall be allowed within the public right-of-way on North Fayette Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
61. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of a stop, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
62. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
63. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

64. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. Adjoining property owners, civic associations, and the Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)
65. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
66. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
67. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
68. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
69. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

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

L. WASTEWATER / SANITARY SEWERS:

73. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
74. The project lies within the Combined Sewer System (CSS) area district, therefore, stormwater management and compliance with the state stormwater quality and quantity requirements and the City's Alexandria Water Quality Volume Default shall be coordinated with the City's CSS Management Policy. (T&ES)
75. The project lies within the Combined Sewer System (CSS) area; therefore, the applicant shall be required to comply with the CSS Management Policy requirements set forth in Memo to Industry 07-14, effective July 1, 2014. (T&ES)
76. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)
77. The applicant shall comply with Condition 51 from CDD2015-0005 if triggered by release of this site plan under the associated CDD. * (T&ES)
78. If a commercial kitchen is constructed then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.* (T&ES)

79. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

M. SOLID WASTE:

80. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of five (5) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)
81. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of five (5) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

N. STREETS / TRAFFIC:

82. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
83. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
84. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

85. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
86. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
87. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
88. The parking garage shall comply with the following:
 - a. Entrance ramps or ramps with no parking, without transition slopes, shall have a slope of 50% of the maximum ramp slope but not exceeding 8 percent;
 - b. Entrance ramps or ramps with no parking, with transition slopes, shall have a maximum slope of 16 percent with winter treatment;
 - c. The minimum length of any ramp or transition ramp shall be 11 feet
 - d. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
89. Wall mounted obstructions at the wall end of a parking spaces shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as useable parking spaces. (T&ES)
90. Furnish and install one 4-inch underground conduit with pull wire, and junction boxes located at a maximum interval of 300 feet, along Route 1 connecting the proposed signal at Fayette Street to the existing signal at First Street. These conduits shall terminate in underground junction boxes at First Street and at Fayette Street. The junction box covers shall have the word "TRAFFIC" engraved on the top. Provide layout for conduit, to include design in compliance with CDD Condition 9b. (T&ES)
91. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)
92. All loading activities for the retail that take place outside of the building shall be at the designated loading area on the private street, and not on public right of way. (T&ES)

93. Provide detailed traffic signal construction plan for the intersection of N. Fayette Street and N. Henry Street with the Final Site Plan submission. *(T&ES)
94. The private alley providing access to the park/open space shall be maintained to the satisfaction of the Director of T&ES. A maintenance agreement shall be approved and recorded prior to release of the Site Plan.* (T&ES)

O. UTILITIES:

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

P. SOILS:

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

Q. WATERSHED, WETLANDS, & RPAs:

99. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
100. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

R. *STORMWATER MANAGEMENT:*

101. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
102. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
103. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
104. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
105. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.* (T&ES)
106. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA) and/or master association for the mix of uses and owners for the development, or until sale to a private owner. Prior to transferring maintenance responsibility for the

BMPs to the HOA and/or ,master association, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA and/or master association. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

107. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
108. Submit a copy of the Operation and Maintenance Manual to T&ES Stormwater Management Division on digital media prior to release of the performance bond. ****(T&ES)
109. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

S. *CONTAMINATED LAND:*

110. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)

111. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. [Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
112. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and

Environmental Services. This shall be included as a note on the Final Site Plan.
(T&ES)

113. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. [The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (Include if applicable.)](T&ES)

T. NOISE:

114. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
115. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan approval.* (T&ES)
116. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
117. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
118. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

U. AIR POLLUTION:

- 119. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
- 120. No material may be disposed of by venting into the atmosphere. (T&ES)
- 121. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

V. CONTRIBUTIONS:

- 122. Pursuant to the Braddock Metro Neighborhood Plan, CDD #15 is required to make contributions to the Braddock Neighborhood Open Space Fund and the Community Amenities Fund. The funds are to be levied based on the amount of gross square footage of the proposed development and escalated with the CIP. Phase 2 has 283,360 gross square feet of development. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled.
 - a. The BASE Open Space contribution is estimated to be $283,360 \times \$1.04 = \$294,694$ (CIP adjustment for the year 2017). The FINAL contribution amount shall be calculated and verified by the City's Department of Planning and Zoning at the time of Certificate of Occupancy.
 - b. The BASE Community Amenities Fund contribution is estimated to be $283,360 \times \$0.45 = \$127,512$ (CIP adjustment for the year 2017). The FINAL contribution amount shall be calculated and verified by the City's Department of Planning and Zoning at the time of Certificate of Occupancy.
 - c. Per June 3, 2009 Memo approved by City Council, the Open Space Fund contribution may be credited for construction of the community park as part of the Phase 2 DSUP in an amount of \$15 per square foot of park provided not to exceed \$375,000.
 - d. Per Condition 17 of CDD2015-0005, the Community Amenities Fund contribution may be credited for the cost of undergrounding the utilities at Fayette Street and Route 1. The amount of the credit shall be determined prior to the release of the Final Site Plan.*(P&Z)
- 123. Contribute \$30,000 to the City prior to Final Site Plan release to install a bike share station on or directly across from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site

frontage due to space constraints or impacts to operational efficiency, an alternate off-site location within a two-block radius of the project may be selected. (T&ES)

W. *ARCHAEOLOGY:*

Open Space

124. 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)
125. 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

126. Archaeological requirements differ among the three Phases of development.
 - a. The archaeological conditions for Phase I have been met.
 - b. In an effort to identify a small family cemetery, limited archaeological testing has been conducted in a small portion of the proposed location of Building B2A in Phase II in 2013. Testing revealed a significant archaeological site (44AX223), a domestic site dating to the late eighteenth and early nineteenth century. Further archaeological testing will be necessary for site 44AX223.
 - c. Between 1913 and 1969 the Mutual Ice Company plant stood in the Phase III section of Braddock Gateway. Additional archaeological research may be necessary in the Phase III project area.
127. Applicants must contact Alexandria Archaeology for guidance when planning for development in the Phase II and Phase III areas of Braddock Gateway. If deemed necessary, the applicant shall hire an archaeological consulting firm to conduct additional historical research and complete Archaeological Evaluations for the development areas. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Arch)

X. DISCLOSURE REQUIREMENTS:

128. The Condominium/Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney to ensure that the trees proposed to be saved are retained including:
- a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.
 - b. The trees to be protected as depicted on the approved site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.
 - c. Any proposal to remove a tree that is designated to be retained on the approved site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z)
129. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP/DSP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - f. The applicant shall develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.

- g. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. *** (P&Z)
 - h. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
 - i. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. *** (P&Z) (T&ES)
130. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Braddock Gateway site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- R-1 For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- R-2 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- R-3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)
- R-4 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

The City encourages the use of green infrastructure; it would be preferable for the applicant to utilize low impact development and/or green infrastructure rather than proprietary devices for stormwater treatment. (T&ES)

- F-1 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F-2 The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F-3 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-5 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-6 Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F-7 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV.

- Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-8 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F-9 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F-10 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)

- F-11 No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F-12 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F-13 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F-14 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-15 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-16 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F-17 A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F-18 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F-19 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C-2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. The storm sewer adequate outfall analysis must be completed for each outfall separately. (T&ES)
- C-3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C-4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14 New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria. (T&ES)
- C-5 If the City of Alexandria receives complaints on lighting levels after the commissioning of the lights and prior to the release of the performance bond then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with Section 13-1-3 of the City Code. (T&ES)
- C-6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

- C-7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C-8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-9 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C-10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C-11 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

- C-12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C-13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C-14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-15 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C-16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C-17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as a part of the Construction Management Plan. (T&ES)
- C-18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C-19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the

- satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C-20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C-21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C-22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-25 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
- Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
- d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
- Section 11-5-109 restricts work in the right of way for excavation to the following:
- g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C-26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C-27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

- C-28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C-29 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

VAWC Comments:

- F-1 At final submission, please provide a detail showing both proposed and existing water mains (per separately provided markup). We need to see how this new pipe layout will impact existing waterline loop.
- F-2 There is an existing 8" water main in front of 1200 N. Fayette St (per separately provided AsBuilt #A-3355). This water main provide water service to existing building at 1200 N. Fayette St. Considering project phase-3 design, please indicate if this water main shall be abandoned too.

AlexRenew Comments:

- F-2 Sheets C5.0 and C7.10: Where is the proposed 12' SDR 26 sewer line system along N. Fayette Street to connect to the collection system?

Fire Department

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

Code Administration (Building Code):

- F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit

plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

- C-1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C-3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C-4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C-5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C-6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C-7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C-9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R-1 It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.

- R-2 It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R-3 Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R-4 The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R-5 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R-6 It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R-7 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R-8 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R-9 It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F-1 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

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

Asterisks denote the following:

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

IX. ATTACHMENTS

Attachment #1 — Transportation Management Plan Braddock Gateway Phase II TMP SUP#2017-0056

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and updated on March 15, 2014 as part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel, industrial and other use projects which achieve certain development thresholds must submit a special use permit application which must include a Multimodal Transportation Study and a Transportation Management Plan (TMP).

The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to reduce the number of single occupant vehicles (SOVs) in the City.

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

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

1. Goal and Evaluation of the TMP

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

or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. **TMP Organization, Funding and Reporting**

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transit Division may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transit Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transit Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Transit Division.

3. **Transportation Management Plan Directives**

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

	Land Use*	
	Dwelling Units	Retail/Restaurant Sf
Braddock Gateway Phase II	258	8,169

**As of May 4, 2017. Subject to change.*

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email, and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.
 - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Promote the regional Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Transit Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 45% for non-single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$0.210 per occupied square foot of retail and restaurant space, and \$84.076 per occupied dwelling unit. 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. Base assessment rates are published on the City's TMP website for reference.

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

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

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.

- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the use and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- d. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # DSUP 2016-0040 **Project Name:** Braddock Gateway

PROPERTY LOCATION: 1070 & 1100 N. Fayette Streets

TAX MAP REFERENCE: 044.03-06-03 & 044.03-06-03.L2 **ZONE:** CDD-15

APPLICANT:

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

SUMMARY OF PROPOSAL Request for approval of Phase 2/Building 2 (a&b) and the Park of the approved CDD Concept Plan for Braddock Gateway.

MODIFICATIONS REQUESTED Modification for a loading space reduction to be served by a loading zone on a private street.

SUP's REQUESTED DSUP for Phase 2 under approved CDD-15. SUP for more than one mechanical penthouse

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

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

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

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

Print Name of Applicant or Agent

700 N. Fairfax St., Suite 600

Mailing/Street Address

Alexandria, VA 22314

City and State

Zip Code

Mary Catherine Gibbs
Signature

703-836-5757

Telephone #

703-548-5443

Fax #

mcgibbs@hartlanduselaw.com

Email address

January 27, 2017

Date

Updated 5/12/17

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

☒ the Owner ☐ Contract Purchaser ☐ Lessee or ☐ Other: _____ of
the subject property.

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

Edmea Cettina, 46859 Harry Byrd Hwy, Suite 202, Sterling, VA 20164 - 50 %

Emil Fish, 46859 Harry Byrd Hwy, Suite 202, Sterling, VA 20164 - 50%

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

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

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Jaguar Development, LC	46859 Harry Byrd Hwy, Suit	100%
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1050, 1100 & 1200A N. Fay (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Force Alexandria, LC	46859 Harry Byrd Hwy, Suit	
2. Eddy Cettina	46859 Harry Byrd Hwy, Suit	50%
3. Emil Fish	46859 Harry Byrd Hwy, Suit	50%

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Force Alexandria	none	
2. Eddy Cettina	none	
3. Emil Fish	none	

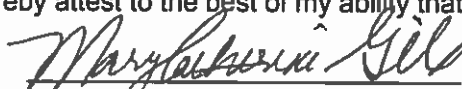
NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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

January 20, 2017 Mary Catherine Gibbs

Date

Printed Name


Signature

Alexandria City Council

William Euille
Kerry Donley
Frank Fannon IV
Alicia Hughes
Redella "Del" Pepper
Paul Smedberg
Rob Krupicka

Planning Commission

John Komoroske
H. Stewart Dunn, Jr.
Jesse Jennings
Mary Lyman
J. Lawrence Robinson
Eric Wagner
Donna Fossum

Board of Zoning Appeals

Mark Allen
Geoffrey Goodale
John Keegan
Stephen Koenig
David Lantzy
Jennifer Lewis
Eric Zander

**Board of Architectural Review
Old and Historic District**

Chip Carlin
Oscar Fitzgerald
Thomas Hulfish
Arthur Keleher
Wayne Neale
Peter Smeallie
John Von Senden

**Board of Architectural Review
Parker-Gray District**

William Conkey
Theresa del Ninno
Robert Duffy
Christina Kelley
Douglas Meick
Philip Moffat

Updated 8/2/2011

Definition of business and financial relationship.

Section 11-351(A) of the Zoning Ordinance defines a business or financial relationship as any of the following:

- (1) a direct one;
- (2) by way of an ownership entity in which the member or a member of his immediate household is a partner, employee, agent or attorney;
- (3) through a partner of the member or a member of his immediate household;
- (4) through a corporation in which any of them is an officer, director, employee, agent or attorney or holds 10 percent or more of the outstanding bonds or shares of stock of a particular class. In the case of a condominium, this threshold shall apply only if the applicant is the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium;
- (5) not as an ordinary customer or depositor relationship with a professional or other service provider, retail establishment, public utility or bank, which relationship shall not be considered a business or financial relationship;
- (6) created by the receipt by the member, or by a person, firm, corporation or committee on behalf of the member, of any gift or donation having a value of more than \$100, singularly or in the aggregate, during the 12-month period prior to the hearing on the application from the applicant.

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

The applicant, Jaguar Development, LC, requests approval of the next phase of the Braddock Gateway project. After receiving approval in 2016 to amend the CDD Concept Plan, Jaguar seeks approval for the DSUP for Building 2 (a&b) and the park.

Building 2 is separated into two buildings, connected by a glass hyphen, as approved in the amendment to CDD-15. There are 258 high-end residential units, with 8150 sf of retail, as well as two levels of underground parking and a surface lot behind the retail accessed either from N. Fayette Street, or off the new entrance off of N. Payne Street.

The building meets the new parking ratios of the Zoning Ordinance so no reduction is requested.

In addition, this proposal brings to fruition the 2/3 acre park in the middle of the 7 acres which provides a significant amenity to the community and the new residents. Both the building and the park provide significant design and characteristics as contemplated under the approved CDD Concept Plan, as well as substantial infrastructure improvements as outlined under the approved Plan. Those improvements include, among other things, the new traffic signal on Route One.

All in all, this is the next significant further step towards the successful redevelopment of this gateway into Alexandria, the Braddock Metro Neighborhood in particular.

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

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

NA

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

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

NA

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

Day	Hours	Day	Hours
N/A			

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Typical for residential and retail uses of this size as well as for park activities.

B. How will the noise from patrons be controlled?
The activities will all be inside the building or in the park area, during regular park times.

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

NA

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

- A. What type of trash and garbage will be generated by the use?
Typical type from residential, retail and park uses of this size.
- B. How much trash and garbage will be generated by the use?
Typical amount from residential, retail and park uses of this size.
- C. How often will trash be collected?
At least once a week, or more, as necessary.
- D. How will you prevent littering on the property, streets and nearby properties?
Regular monitoring of the site.

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

☐ Yes. ☐ No.

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

N/A

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

☐ Yes. ☐ No.

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

N/A

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

The underground parking garage will be secured by a gate and building will be secured for residents and visitors only.

ALCOHOL SALES

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

☐ Yes. ☐ No.

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

NA

PARKING AND ACCESS REQUIREMENTS

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

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

~~255~~ 244

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

59 71	Standard spaces
125 143	Compact spaces
10	Handicapped accessible spaces
	Other

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1
- B. How many loading spaces are available for the use? 1
- C. Where are off-street loading facilities located?
Off street, adjacent to the entrance to the parking garage off the end of N. Payne St.
Other retail loading will occur between 7 a.m. and 10 a.m. in a loading zone on the new private park street.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Between 7 a.m. and 7 p.m., as is typical for residential
uses of this size. As stated above, retail loading will occur between 7 a.m. and 10 a.m.
in the loading zone identified on the new private park road.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Daily for residential and retail uses of this size.

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

Street access will be improved with the infrastructure improvements made as a part of this application.