



Master Plan Amendment #2018-0002
Rezoning #2018-0002
Development Special Use Permit #2017-0020 Encroachment
#2018-0006
Transportation Management Plan Special Use Permit
#2018-0042
1200 & 1230 North Henry Street

| Application | General Data | |
|---|-------------------------------|---|
| Project Name: 1200 North Henry Street | PC Hearing: | September 4, 2018 |
| | CC Hearing: | September 15, 2018 |
| | If approved, DSUP Expiration: | September 15, 2021 |
| | Plan Acreage: | 0.8017 (34,921 SF) |
| Location: 1200 & 1230 North Henry Street | Existing Zone: | OCM(50): Office Commercial Medium (50) |
| | Proposed Zone: | CRMU/H: Commercial Residential Mixed Use/High |
| | Proposed Use: | Mixed Use Residential/Retail/Day Care |
| | Dwelling Units: | 115 |
| | Gross Floor Area: | 198,253 SF Total (includes 59,000 SF parking) |
| | Net Floor Area: | 113,493 SF |
| Applicant: 1200 N. Henry LLC, represented by M. Catharine Puskar, Attorney | Small Area Plan: | Braddock Metro Neighborhood Plan |
| | Historic District: | N/A |
| | Green Building: | Complies with Policy |

| Purpose of Application |
|---|
| Consideration of a request for a Master Plan Amendment, a Rezoning, a Development Special Use Permit with site plan and modifications including special use permits to increase maximum permitted floor area ratio, and bonus density and height for the provision of affordable housing pursuant to Section 7-700, an Encroachment, and a Transportation Management Plan Special Use Permit. |
| Special Use Permits and Modifications Requested: |
| <ol style="list-style-type: none"> 1. Master Plan Amendment to amend the Development Table & Land Use Table of the Braddock Metro Neighborhood Plan to list individual sites located within the Route 1 Triangle Site (Site 8) and revise the zoning and maximum allowable floor area for the subject property; 2. Map Amendment to amend the zoning from OCM(50) to CRMU-H; 3. Development Special Use Permit with site plan to construct a multifamily residential |

- building with ground floor retail and day care on a portion of the first and second floors;
4. Special Use Permit to increase the maximum permitted floor area ratio to 2.5;
 5. Special Use Permit for bonus density and height for the provision of affordable housing;
 6. Modifications to the open space requirements and the required height to setback ratio for N. Fayette Street;
 7. Encroachment for 2 canopies into the public right of way; and
 8. Transportation Management Plan Special Use Permit

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Karl Moritz, Director of Planning & Zoning karl.moritz@alexandriava.gov

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

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PLANNING COMMISSION ACTION, SEPTEMBER 6, 2018 : On a motion by Commissioner Wasowski, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval to adopt a resolution for Master Plan Amendment #2018-0002. The motion carried on a vote of 5 to 0. Vice Chair Macek and Commissioner McMahon were not present.

On a motion by Commissioner Wasowski, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Rezoning #2018-0002, Development Special Use Permit #2017-0020, Encroachment #2018-0006, and Transportation Management Plan Special Use Permit #2018-0042 subject to all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 5 to 0. Vice Chair Macek and Commissioner McMahon were not present.

The Commissioners maintained a neutral position on amendments to staff recommendation #124 regarding the application of the Braddock Open Space Fund and the Braddock Community Amenities Fund in order to reserve judgement for City Council due to the nature of the item in question being a matter of policy.

Reason: The Planning Commission agreed with the staff analysis with judgement reserved for City Council to make amendments to Condition #124.

The Commission discussed the application of the Braddock Open Space and Community Amenities Funds on the bonus density received for the provision of affordable housing pursuant to Section 7-700 and the day care exclusion pursuant to Section 1-400. Commissioner Brown asked the applicant if the ultimate monetary amount anticipated by the Plan to fund the open space and amenity improvements within the plan area could be achieved through application of the funds on the net square footage of development rather than the gross square footage. The applicant answered that it would. Mr. Moritz added that the word “gross” was not an incidental word used within the staff report approved by City Council at the time the funds were established and that a concern at that time was that developers would under-develop due to the

economic climate at that time and application of the funds on the gross square footage would ensure proper funding is secured for the necessary improvements. In regard to the application of the funds on the bonus density, Mr. Moritz noted that it is not inherent in bonus densities that contributions cannot be applied and other payments, such as sewer tap fees, are applied to bonus densities, including affordable housing, due to the expected impacts.

Commissioner Koenig noted the exceptional quality of the project's architecture and community benefits that will be provided with this development and noted concern that this issue may cause an impact to affordable housing. Commissioner Brown noted that he believes the applicant's case for application of the funds on the net square footage of the building is more favorable than staff's; however, staff has reasonable concerns to advocate for the gross. He also echoed Commissioner Koenig's concern on the impact to affordable housing. Chairwoman Lyman agreed with Commissioner Koenig and Commissioner Brown's comments regarding the impact to affordable housing. Commissioner Wasowski expressed concern that including square footage added through bonus density in the calculation of the Braddock Open Space and Amenities Funds contributions could undercut the recently approved City policy of allowing 30% bonus density as opposed to the previous policy of 20%. She praised Ms. Noritake and the Braddock Metro Citizen's Coalition for their involvement with the project and noted to the concerned neighbors in the North East community that she believes the building is far enough away from their community that the impact of the building height will be minimal and that the proposal will have positive impacts on their neighborhood. Chairwoman Lyman, Commissioner Brown and Commissioner Koenig agreed with Commissioner Wasowski's comments regarding the height of the building. Commissioner Lyle noted the project's consistency with the Braddock Metro Neighborhood Plan and stated that she agrees with the other Commissioner's statements regarding the success of the proposal and hopes the questions regarding the Open Space and Amenities Fund contributions applied to bonus density and square footage are resolved so that the project can move forward.

Commissioner Brown asked staff if the Braddock Open Space and Amenities Funds could be applied to improvements at Powhatan Park. Staff responded by stating that the funds are for use within the Braddock Metro Neighborhood Plan area; however, the development of Braddock Gateway was required to make a monetary contribution to off-site improvements at Powhatan Park and although this contribution is secured, additional funding is needed to implement the improvements in the park improvement plan prepared by RPCA.

The applicant concluded by stating this is a great project with a number of community benefits which staff worked earnestly with the applicant to provide and the majority of the project is agreed upon with the exception of the application of the Open Space and Community Amenities Funds.

Speakers:

Judy Noritake, representing the Braddock metro Citizen's Coalition, spoke in support of the project. She noted the density and height proposed with the development is consistent with adjacent developments and the urban nature of the surrounding area. She also expressed enthusiasm for the neighborhood serving day care facility and the extension of N. Fayette Street to be completed by the adjacent development. Ms. Noritake suggested that the affordable

housing units be provided at 80% AMI instead of 60% AMI to support work force housing in the area and to consider an additional retail entrance near the corner of N. Fayette Street and the future N. Fayette Street extension to support activation of the future park to the west to be completed with the development of Braddock Gateway Phase II.

Sara Pearlstien, a resident of the North East community, spoke in opposition of the proposed building height and asked the Commission to recommend revisions to the architecture to step the height of the northern gateway tower. She distributed a rendering to the Planning Commission prepared by the architect which illustrated an eye level view of the building as viewed from the end of Bashford Lane, looking west, in support of her concerns. Ms. Pearlstien also noted her support for the neighborhood serving retail and open space that will be provided with this development.

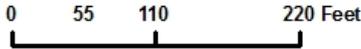
Richard Cooper, representing the North East Citizens' Association, expressed concerns for the amount of density proposed with this project and the proposed building height. Mr. Cooper advocated for a revision to the architecture, noting that there is no considerable stepping of the northern gateway tower and therefore the building design does not meet the Plan's goal to respect the height of the townhomes in the community across Route 1 to the east. He also noted that the abstract nature of the non-structural columns at the base of the gateway tower is not significant. Lastly, Mr. Cooper noted that additional funds are needed for improvements to Powhatan Park and urged the City to impose a requirement of significant funds to be dedicated to the park.

M. Catherine Puskar, representing the applicant, spoke in support of the project. Ms. Puskar distributed a plan to the Planning Commission which diagramed the distance of the highest points of the building to the nearest town homes on the east side of Route 1 in order to demonstrate that the height of the building will have minimal impact on the North East community. Ms. Puskar also noted that the proposed building height is necessary in order to provide the 11 units of affordable housing.

Ms. Puskar also spoke in regard to the application of the Braddock Open Space and Community Amenities Funds. The 2 primary points of discussion that Ms. Puskar raised are 1) Payment of the funds on the bonus density received through affordable housing and the day care exclusion, and 2) Application of the funds on the net vs. gross square footage of the building. She noted that the intent of the bonus density and day care exclusions are to incentivize developers to provide community benefits of affordable housing and day care and they should not be penalized by paying additional contributions based upon that square footage. She also noted that the staff report establishing the Braddock Open Space and Community Amenities Funds illustrates that the amount needed to fund the planned improvements will be achieved by payment of the funds on the net square footage of development.



**MPA #2018-0002, REZ #2018-0002, DSUP #2017-0020,
ENC #2018-0006, TMP SUP #2018-0042
1200 & 1230 North Henry Street**



I. SUMMARY

A. Recommendation

Staff recommends approval of 1200 North Henry, LLC's (the "Applicant") request for a Development Special Use Permit and associated applications to construct a 7-story mixed use building with 115 residential apartment units, ground floor retail and daycare uses. This development is consistent with the principles of the Braddock Metro Neighborhood Plan (BMNP) and provides a number of benefits for the City and the surrounding community, including:

- High quality architectural design with a signature gateway element that marks the northern entrance to the plan area;
- Transit-oriented development near the Braddock Road Metro Station;
- 11 dedicated affordable dwelling units;
- LEED Certification consistent with the City's Green Building Policy;
- Community serving retail and day care services;
- A publicly accessible, ground-level park/plaza;
- On-site public art integrated with the architectural design of the building;
- Streetscape improvements including bioretention (BMP) tree wells along North Henry Street (Route 1) and N. Fayette Street;
- Rooftop amenity space to serve the residents of the building;
- Undergrounding of all utilities serving the site and along the frontage of the property; and
- A \$20,000 contribution towards the City's Capital Bike Share Fund and monetary contributions the Braddock Community Amenities Fund and the Braddock Open Space Fund.

B. General Project Description & Summary of Issues

The Applicant proposes to develop the property located at 1200 N. Henry Street with 115 multifamily residential apartment units (including 11 affordable units), 17,000 square feet of ground floor retail and a 10,000 square foot day care facility in a 7-story mixed-used development. The development includes 2 levels of below-grade parking and one off-street loading space internal to the building. Both the parking garage and loading space will have access from the future N. Fayette Street extension to be completed with future development of the adjacent property to the west, Braddock Gateway Phase III. The proposal also includes open space in the form of a publicly accessible, ground level park/plaza and a private rooftop amenity space to serve the residents of the building.

The proposed building has a triangular footprint that closely follows the shape of the site which is defined by the surrounding street network. The building height varies with a series of forms that step down from west to east. A maximum building height of 85 feet is proposed along the site's western edge, closest to the future Braddock Gateway Phase III development. The building then steps to the east, transitioning to a 20-foot high retail podium that lines Route 1.

Further, the tallest portion of the building defines a signature gateway element at the northern corner which is consistent with the gateway locations identified in the BMNP.

The following approvals are requested with this project:

- A Master Plan Amendment to amend the Development Table & Land Use Table of the Braddock Metro Neighborhood Plan to revise the zoning and maximum allowable floor area for the subject property and therefore list the associated development and land use properties of the other individual sites located within the Route 1 Triangle Site (Site 8);
- A Map Amendment to amend the zoning from OCM(50) to CRMU-H;
- A Development Special Use Permit (DSUP) with site plan to construct a multifamily residential building with ground floor retail and day care, including:
 - A Special Use Permit to increase the maximum permitted floor area ratio to 2.5;
 - A Special Use Permit for bonus density and height for the provision of affordable housing;
 - Modifications to the open space requirements and the required height to setback ratio for N. Fayette Street;
- An Encroachment for 2 canopies into the public right of way; and
- A Transportation Management Plan Special Use Permit (TMP SUP).

Key issues that were considered and discussed in further detail in the Staff Analysis section of this report include:

- Compliance with Other City Plans & Policies
 - Achieving green building certification consistent with the Green Building Policy.
 - Implementation of the City's Environmental Action Plan goals.
 - Incorporation of on-site public art into the design of the building.
 - Contributions consistent with the City's Procedures Regarding Housing Contributions and the Braddock Open Space and Community Amenities Funds.
- Parking & Loading
 - Locating entrances to the parking garage and loading space on N. Fayette Street extended to avoid congestion on Route 1.
 - Providing pick up and drop off activities for the day care facility within the below-grade parking garage.

II. BACKGROUND

A. Site Context

The project site is located at 1200 N. Henry Street and measures approximately 0.8 acres. It is currently bound by N. Fayette Street to the south, Route 1 to the east, and a parking bay utilized by the Metro Church to the west. To the north is the on-ramp from Slater's Lane to Route 1 (southbound) and a small area of open space owned by the City. The future N. Fayette Street extension will be constructed with the future development of Braddock Gateway Phase III to the west of the property. This extension will connect with Slater's Lane providing one-way access

into the site. The site's topography is generally flat with no significant vegetation. Three curbs cuts currently serve the site from Route 1, leading into a central surface parking lot that contributes to a large amount of impervious surface area in addition to the existing industrial/warehouse buildings.

The project site is the current location of 1- and 2-story industrial/warehouse buildings that occupy approximately one-third of the site to the south and extend along the property's western edge, terminating just short of the parcel's northern tip. Based on City real estate records, the current structures on this property were built in 1945 and a review of relevant maps shows little evidence of the parcel being developed before the early 20th century. However, the site lies in close proximity to several 20th century structures and transportation networks. Notably, by 1921 the Mutual Ice Company Car Icing Plant was located immediately west of the subject property.

Today, a mix of industrial/warehouse buildings surround the site to the south and west. The buildings to the west are currently occupied by the Metro Church which will be redeveloped pursuant to the conditions of Coordinated Development District (CDD) #15 with construction of Braddock Gateway Phase II and Phase III. The Braddock Gateway Phase II DSUP and associated applications were approved in 2017 and the project is currently in the final site plan review stage. The Braddock Gateway Phase III application is anticipated for public hearing near the end of this calendar year. Immediately south of the subject site is a mix of commercial and industrial uses including the Extra Space Storage, Yates Car Wash and McDonald's. Further south and to the west at the intersection of N. Fayette Street and First Street is the Braddock Gateway Phase I development (the Dalton) which is complete.

B. Project Evolution/Procedural Background

As stated in the previous section, the existing industrial/warehouse structures on the subject site were built in 1945 and have remained largely unchanged. The site was previously zoned I-1, Industrial and rezoned in 1992 to OCM(50), Office Commercial Medium. The existing businesses include, but are not limited to a fitness studio, a furniture design studio and a pizza restaurant known as Monterey's Pizza. Monterey's Pizza plans to relocate to the commercial space on the ground-level of the Braddock Gateway Phase I development.

The property became part of the Braddock Metro Neighborhood Plan (BMNP) area when the Plan was adopted by City Council in March 2008. The site is identified by the Plan as one of 4 parcels within the "Route 1 Triangle Site" located immediately east of the "Northern Gateway Site" which is comprised of 8 parcels including the 7 acres owned by the Jaguar Development, the half-acre water tower site and adjacent office parcel, and the Yates Warehouse Site. Coordinated Development District #15 (CDD #15) was established for the properties located within the Northern Gateway concurrently with the BMNP. While development within CDD #15 is underway with the Braddock Gateway applications, the property at 1200 N. Henry Street will be the first to redevelop within the Route 1 Triangle Site and no previous development applications exist for the property.

Since submission of the initial Concept I plan in September 2017, the architecture and site design have evolved based upon comments from Staff, the Braddock Implementation Advisory Group (BIAG) and the North East Citizens Association (NECA). Changes include:

- Refinement of the building materials so that only high-quality materials are utilized on prominent facades, limiting materials like fiber cement to facades that are not visible from the street level, and eliminating the use of masonry block.
- Vertical modulation and stepping down of the building height from west to east with respect to the building heights in the existing neighborhood located east of Route 1.
- Additional design enhancements to the northern portion of the building to achieve the intended signature gateway feature identified by the BMNP.
- Development of the northern portion of the site as a multi-purpose open space with shade trees, open lawn, and seating areas.
- On-street parallel parking with bulb-outs on N. Fayette Street adjacent to the retail storefront.
- Relocation of the loading space so that it is off-street and internal to the building.

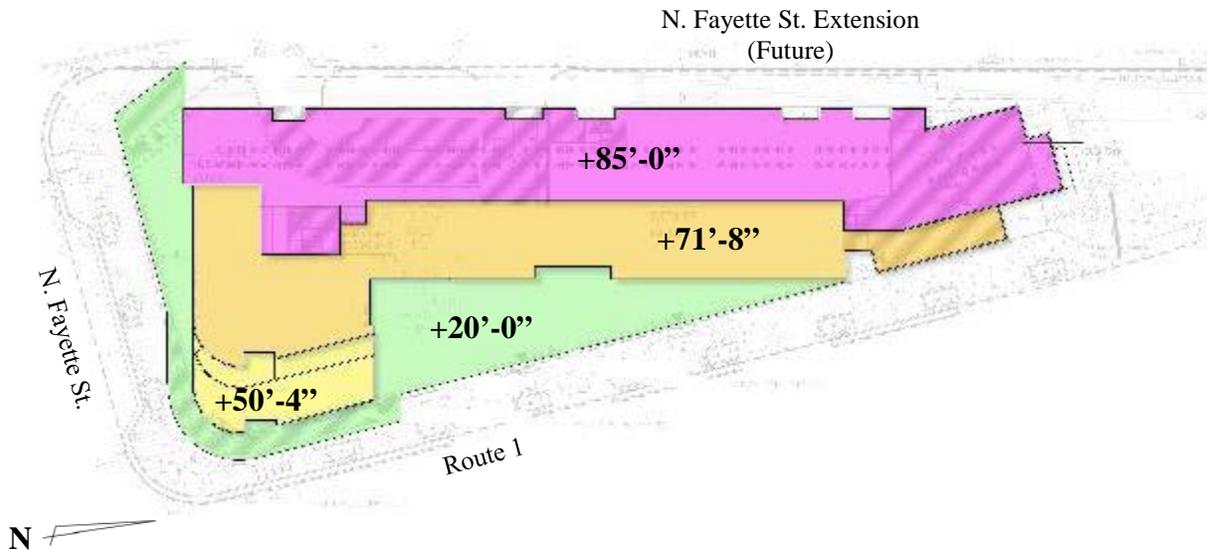
C. Detailed Project Description

The Applicant proposes a 7-story mixed-use building with 115 residential apartments, 17,000 square feet of ground-floor retail and 10,000 square feet of day care uses at 1200 N. Henry Street. The overall net floor area of the building is 113,493 square feet exclusive of parking and daycare space. Consistent with Section 2-145(B) of the Zoning Ordinance, the floor area of the parking garage qualifies for an exclusion from the Floor Area Ratio (FAR) as it is completely below-grade. Further, the proposed 10,000 square foot day care space is also excluded from the FAR pursuant to Section 1-400(B)(3)(f). This section of the Ordinance permits a maximum of 10,000 square feet of floor area devoted to a day care facility within a mixed use building to be excluded from the total FAR. Space for which this floor area exclusion is allowed must remain devoted to day care facilities and programs offering early childhood education, elder care and other related services. In the event that such services cannot be maintained, a special use permit may be approved for alternative community facilities or civic functions to operate within that space.

The building has a triangular form consisting of a series of stepped towers that create a right-triangle above a retail podium. As demonstrated in the plan diagram below, the west edge of the building lines the future N. Fayette Street extension, creating an 85-foot high “bar” that spans the majority of the site from north to south. The building height then steps down to the east, measuring approximately 72 feet above grade with an “L” shaped tower that turns the corner and faces east at N. Fayette Street. Further, a third tower steps down to approximately 50 feet high aligning with the short edge of the preceding tower to the west. The lowest portion of the

building lines Route 1, measuring 20 feet above grade. A rooftop amenity terrace is proposed at this elevation for use by the residents of the building.

Figure 1 – Building Height Diagram



A signature gateway feature at the northern corner of the building marks the entrance to the plan area with a tower element. The base of the tower contains diagonal columns that form an abstraction of the letters “AV” to represent Alexandria, Virginia, welcoming those headed southbound on Route 1 to the Braddock neighborhood. These columns face onto a publicly accessible park/plaza that is designed with interconnected pathways, open lawn space, planting beds and shade trees that collectively serve as a welcome mat to the project and the plan area. A potential public art sculpture is identified at the northern tip of the park/plaza, drawing pedestrians into the space and offering respite to those heading south from Slater’s Lane and Route 1 to the nearby Braddock Metro.

The streetscape is designed with an 18-foot wide sidewalk along Route 1, an 18-foot wide sidewalk along N. Fayette Street, and a 12- to 14-foot wide sidewalk along the future N. Fayette Street extension. A 6-foot wide planting strip with street trees creates a vegetated buffer between the sidewalk and Route 1 at the northern portion of the site while eight 6-foot by 13-foot-wide BMP tree wells continue south along the Route 1 streetscape. Three 5-foot by 11-foot-wide BMP tree wells also line N. Fayette Street which will be narrowed to a total width of 38 feet (including parking) in order to slow traffic turning from Route 1. Fourteen 4-foot by 10-foot-wide tree wells line the future N. Fayette Street extension, pairing with street trees proposed on the west side of the street with the future Braddock Gateway III development.

The proposed ground floor retail space measures 17,000 square feet and occupies the majority of the ground floor. The primary retail entrance is located at the corner of Route 1 and N. Fayette Street while the primary residential lobby entrance is located at the corner of N. Fayette Street and the future N. Fayette Street extension. The latter entrance will face onto the future park to be completed with the development of Braddock Gateway Phase II. Additionally, a total of 2 pedestrian entrances are proposed for the day care. One entrance is located along Route 1 and the

other along the N. Fayette Street extension. The proposed day care space will occupy a portion of the first and second floors with 2,400 square feet dedicated to day care use on the first floor and 7,600 square feet on the second floor at the north end of the building. The first floor day care space consists mainly of the lobby, elevator and stair access to the parking garage and the second floor space will serve as the primary play space.

The below-grade parking garage provides a total of 137 parking spaces and a drop-off/pick-up space for the day care. Of the 137 total spaces, 97 spaces are allocated for residential use and 40 spaces are dedicated to the retail and day care uses. The residential, retail and daycare uses have direct elevator access from the parking garage. The proposed parking meets the City’s multifamily residential and commercial parking standards, which will be discussed in further detail within the Staff Analysis section of this report.

Access to the parking garage and the loading space is provided from the future N. Fayette Street extension which will be constructed with the development of the adjacent property to the west, Braddock Gateway Phase III. The Applicant continues to coordinate with the adjacent property owner to ensure access to the site is provided during construction and following completion of the project pursuant to the conditions of CDD #15.

III. ZONING

Table 1 – Zoning Tabulations

| | | |
|--------------------------|--|---|
| Property Address: | 1200 N. Henry Street | |
| Total Site Area: | 0.8017 acres (34,921 SF) | |
| Existing Zone: | OCM(50)/Office Commercial Medium (50) | |
| Proposed Zone: | CRMU-H/Commercial Residential Mixed Use (High) | |
| Current Use: | Commercial/Industrial | |
| Proposed Use: | Multifamily Residential/Retail/Daycare | |
| | CRMU-H Permitted/Required | : CRMU-H : Proposed/Provided |
| FAR: | 1.5 (2.5 with SUP) ¹ | Residential: 96,493 sf/34,921 sf = 2.76 Retail: 17,000 sf/34,921 sf = .49 Daycare: 10,000 sf/34,921 sf = .28 Garage: 59,000 sf/34,921 sf = 1.68 Subtotal: 182,493 sf or 5.22 FAR Exclusions ² : A) -10,000 sf/34,921 sf = -.28 B) -59,000 sf/34,921 sf = -1.68 Total Exclusions: -69,000sf/34,921 = -1.97 Total: 5.22 - 1.97 = 3.25 ³ |
| Height: | 70 feet (per BMNP) | 85 feet ⁴ |
| Open Space: | 13,968.40 SF (40%) | 5,825 SF (ground-level; publicly accessible) 5,780 SF (above-grade; private) |

| | | |
|--------------------------------|------------------------------------|---------------------------------------|
| | | Total: 11,605 SF (33.2%) ⁵ |
| Crown Coverage: | 8,730.25 SF (25%) | 8,967 SF (25.67%) |
| Residential Parking: | 95 spaces (min.) | 97 spaces |
| Retail/Daycare Parking: | 7 spaces (min.) - 81 spaces (max.) | 40 spaces |
| Loading spaces: | 1 | 1 |

¹The Applicant requests a SUP for a maximum permitted FAR of 2.5 in the CRMU-H zone.

² Exclusion A): Up to 10,000 square feet devoted to day care facilities within a mixed-use building may be excluded from the floor area pursuant to Section 1-400(B)(3)(f). Exclusion B): The square footage of the parking garage is excluded from the floor area pursuant to Section 2-145(B) as it is completely below-grade.

³Total includes the Applicant’s request for a SUP for 30% density bonus for the provision of affordable housing pursuant to Section 7-700.

⁴Total includes the Applicant’s request for a SUP for 15 feet of bonus height for the provision of affordable housing pursuant to Section 7-700.

⁵Modification requested.

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

This property is the first to develop within the Route 1 Triangle Site as designated by the Braddock Metro Neighborhood Plan (BMNP). The Route 1 Triangle Site is further characterized as part of the “Gateway Neighborhood Area” of the plan which is envisioned to be an opportunity to form a major gateway into the overall neighborhood.

The proposed development is consistent with the goals and guidelines set forth in the BMNP. Principles of the plan that are advanced with this proposal include:

- *Principle 1: Create a sense of place with neighborhood identity, vitality and diversity.*

This development proposal includes a signature gateway element integrated with the northern building façade, consistent with the gateway locations identified by the BMNP. This gateway feature is a tower element with unique building material and architectural differentiation that marks the northern entranceway to the plan area. Further, this tower element transitions to a series of diagonal, non-structural columns at the base that represent the letters “AV,” abstracted initials for Alexandria, Virginia. This feature and the overall gateway element contribute to the unique identity of the Braddock Metro neighborhood within the overall City of Alexandria and add to a memorable sense of place for residents and arrival for visitors to the neighborhood.

Further, this proposal also aligns with the Plan’s first principle for neighborhood diversity in that the applicant proposes 11 affordable housing units at 60% of the Area Median Income (AMI) for 40 years. These units will contribute to developing a range of housing types within the plan area at differing levels of affordability.

- *Principle 2: Provide walkable neighborhoods that are secure and feel safe.*

The applicant has continued coordination with Staff throughout the review process to provide safe, walkable streetscapes around the perimeter of the site. The proposal includes 18-foot-wide sidewalks on N. Fayette Street and Route 1 with BMP tree wells which offer protection to pedestrians between the sidewalk and the street. Further, the existing N. Fayette Street will be narrowed to a total width of 38 feet (including parking) and bulb outs will be provided at each corner to narrow the crosswalk for pedestrians and slow traffic turning from Route 1 onto N. Fayette Street. Twelve- to fourteen- foot-wide sidewalks are also provided along the N. Fayette Street extension with standard 4-foot by 10-foot-wide tree wells.

Additionally, colonial street lights are proposed along each frontage and curb ramp improvements are proposed at each corner to facilitate safe, accessible circulation for people of all abilities.

- *Principle 3: Establish a series of community-serving, usable open spaces.*

The Applicant proposes a ground-level publicly accessible park/plaza which will add to a network of open spaces within and adjacent to the plan area including Powhatan Park, an approximately 28,500 square foot, publicly accessible park to be built with the Braddock Gateway Phase II development, a future public pocket park to the north of the Braddock Gateway Phase III development and the recently completed park located at the corner of Slater's Lane and Powhatan Street.

- *Principle 4: Encourage community-serving retail and services.*

In addition to a 10,000 square foot day care center, the development proposal includes 17,000 square feet of retail on the ground floor of the building. With high visibility along Route 1, close proximity to metro and to over 1,000 new residential units, this site has received initial interest from pharmacy and boutique retail grocer operators that will serve the community.

- *Principle 6: Manage multimodal transportation, parking, and road infrastructure.*

The Plan envisions the Braddock Metro neighborhood as a dynamic, multimodal, urban environment which is a vision that this project helps to achieve through implementation of transit-oriented development. The Applicant proposes to rezone the property to CRMU-H and amend the BMNP to allow for increased density which Staff believes is appropriate for a development located within a half-mile walkshed of Metro.

The development proposal also consists of improvements to surrounding road infrastructure including narrowing of N. Fayette Street and coordination with the adjacent property owner on the implementation of the N. Fayette Street extension with bus access and shared bicycle lanes. The proposal also includes a total of 7 bike racks (14 bike spaces) within the right of way for public use.

Further, the proposal includes designated residential and retail parking spaces consistent with the City's new multifamily residential and commercial parking standards for properties within close proximity to Metro. The Applicant also requests approval of a Transportation Management Plan Special Use Permit (TMP SUP) that will implement strategies to persuade residents and employees of the proposed development to use public transportation, walk, bike or share vehicle trips as opposed to driving alone.

- *Principle 7: Achieve varying and transitional heights and scales.*

The Plan recommends that the design of new buildings within the Gateway Neighborhood Area along N. Fayette Street and Route 1 respect the scale and character of the North East neighborhood located across Route 1 to the east. The Plan currently recommends a maximum building height of 70 feet for this site and a maximum 4-story or 50-foot high building "shoulders" where zoning allows height above 50 feet to transition the building to the surrounding context. The proposed building height is consistent with the height permitted by the plan plus a bonus height of 15 feet applied for the provision of affordable housing pursuant to Section 7-700 which results in a total maximum building height of 85 feet.

The proposal includes 20-foot high building shoulders along the N. Fayette Street frontage and the majority of the building's frontage on Route 1. However, the narrowing, triangular shape of the site poses a challenge to providing the recommended shoulders around the entire perimeter of the building. As a result, the Applicant worked closely with Staff and the community to provide an alternate and appropriate transition of the building height where shoulders are not practical. This is achieved with an 85-foot tower that lines the western edge of the property and extends to the north creating a gateway element consistent with recommendations of the Plan. The remainder of the building steps in height, decreasing incrementally to the east and landing on a 20-foot high retail podium which fronts Route 1. Staff finds that the proposed transitions respects both the scale and character of the adjacent, existing neighborhood and future developments to the west.

The Braddock Metro Neighborhood Plan Development Contributions

The Braddock Metro Neighborhood Plan established a developer contribution policy to fund open space and other community improvements to mitigate the impacts of development. The developer contribution rate, established by City Council in 2009, was based on the total cost of community improvements anticipated divided by the total gross square footage anticipated on the redevelopment sites. Since that time, developer contributions to the Braddock Open Space and Community Amenities Funds have paid for the interim public open space at 600 N. Henry Street (a first step toward achieving the long-term Plan goal for a one-acre park on that block) and streetscape improvements on Fayette Street between Queen and Oronoco Streets.

The policy specifically excluded square footage resulting from potential future redevelopment of ARHA-owned housing but did not exempt other types of development. Subsequently, the two projects that have utilized bonus density within the Plan area (The Bradley and The Bloom

(Carpenter's Shelter redevelopment) have agreed to pay developer contributions on the projects' gross square footage, including that resulting in affordable housing through the application of Section 7-700.

Therefore, consistent with City policy and practice, Staff recommends that the applicant of 1200 N Henry Street pay the developer contribution on the total gross square footage of the proposed project, including that achieved through bonus density and the day care exclusion. The estimated amount of developer contribution to the Braddock Fund, including the bonus density and day care gross square footage is \$205,569.70 based upon the current CPI-U for the Washington Metropolitan Area, which will be recalculated at the time of the project's first certificate of occupancy. The applicant has expressed significant concerns with this approach, and has indicated that as a result they are choosing not to pay a voluntary affordable housing contribution which would be calculated at \$263,583.

B. Master Plan Amendment

This development proposal requires an amendment to the Development Table (pg. 97) and Land Use Table (pg. 98) of the Braddock Metro Neighborhood Plan (BMNP) to reflect the rezoning of the property from OCM(50) to CRMU-H, the associated density, and the proposed land uses. Approval of this request will permit the mixed-use development to proceed with a maximum FAR of 2.5 (with an SUP, as requested). The maximum building height, exclusive of bonus height provisions, will remain 70 feet and the preferred land use will be revised to include retail for this site. Staff supports the applicant's request for this Master Plan Amendment as it is consistent with the City's priority of increasing density within proximity to metro and, as previously discussed, the proposal is consistent with the principles outlined in the BMNP including providing neighborhood-serving retail. Further, the proposed density is consistent with the existing and planned development adjacent to this site within the BMNP.

To accurately reflect the proposed changes for this property, the following tables in the BMNP have been amended to list the properties separately for each of the 4 parcels located within the Route 1 Triangle Site. As shown in Figure 1 and Figure 2 below, the current row for Site #8 in both charts will be revised to list Site #8A, 8B, 8C, and 8D to represent the 4 parcels. The development and land use information for Sites #8B, 8C, and 8D are listed proportionally to the original totals for Site #8 and no changes are proposed to these properties at this time. Only the development and land use information as it relates to Site #8A (the subject property) will change to reflect the rezoning and associated density requested with the current application.

Figure 2 –BMNP Development Table (pg. 97)*

Items shown with a ~~strikethrough~~ will be revised to the underlined item.

LAND USE

| SITE | CHARACTER AREA | PARCEL AREA | | EXISTING DEVELOPMENT | CURRENT ZONING | RECOMMENDED ZONING | REQUIRED LAND USE | PREFERRED LAND USE (1) | |
|--------------|----------------------------------|--|--------------------|----------------------|--------------------|--------------------------------|----------------------|------------------------|----------------------------------|
| | | SF | ACRES | SF | | | | | |
| 8 | Route 1 Triangle Site | Gateway Area | 126,000 | 2.89 | 110,000 | OCM-50 & CRMU/H | no change | GFR | Residential/Office |
| <u>8A</u> | <u>Route 1 Triangle Site</u> | <u>Gateway Area 1200 & 1230 N. Henry</u> | <u>34,921</u> | <u>0.80</u> | <u>16,884</u> | <u>OCM-50</u> | <u>CRMU/H</u> | <u>GFR</u> | <u>Residential/Office/Retail</u> |
| <u>8B</u> | <u>Route 1 Triangle Site</u> | <u>Gateway Area 1022 & 1024 N. Henry</u> | <u>35,034</u> | <u>0.80</u> | <u>99,000</u> | <u>OCM-50</u> | <u>no change</u> | <u>GFR</u> | <u>Residential/Office</u> |
| <u>8C</u> | <u>Route 1 Triangle Site</u> | <u>Gateway Area 1018 & 1020 N. Henry</u> | <u>20,277</u> | <u>0.47</u> | <u>7,800</u> | <u>CRMU/H</u> | <u>no change</u> | <u>GFR</u> | <u>Residential/Office</u> |
| <u>8D</u> | <u>Route 1 Triangle Site</u> | <u>Gateway Area 1000 & 1002 N. Henry</u> | <u>34,465</u> | <u>0.79</u> | <u>3,750</u> | <u>CRMU/H</u> | <u>no change</u> | <u>GFR</u> | <u>Residential/Office</u> |

*Table is cropped to illustrate revisions to information associated with Site #8 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

Figure 3 –BMNP Land Use Table (pg. 98)*

Items shown with a ~~strikethrough~~ will be revised to the underlined item.

| DEVELOPMENT TABLE | | EXISTING PARCEL | | | | | | PROPOSED DEVELOPMENT | | | | |
|-------------------|----------------------------------|--|--------------------|----------------------|--------------------|--------------------------------|------------------------------|-----------------------------------|--------------------|--------------------|----------------------|---------------------|
| SITE | CHARACTER AREA | PARCEL AREA | | EXISTING DEVELOPMENT | CURRENT ZONING | CURRENT ALLOWABLE F.A.R. (1) | CURRENT ALLOWABLE HEIGHT (1) | CURRENT ALLOWABLE DEVELOPMENT (1) | TOTAL DEVELOPMENT | PROPOSED F.A.R. | PROPOSED MAX. HEIGHT | |
| | | SF | ACRES | | | | | | | | | SF |
| 8 | Route 1 Triangle Site | Gateway Area | 126,000 | 2.89 | 110,000 | OCM-50 & CRMU/H | 1.5 to 2.5 | 77 to 90 | 242,000 | 242,000 | 2.0 | 50 to 70 |
| <u>8A</u> | <u>Route 1 Triangle Site</u> | <u>Gateway Area 1200 & 1230 N. Henry</u> | <u>34,921</u> | <u>0.80</u> | <u>16,884</u> | <u>OCM-50</u> | <u>1.5</u> | <u>77 to 90</u> | <u>52,381</u> | <u>87,303</u> | <u>2.5</u> | <u>50 to 70</u> |
| <u>8B</u> | <u>Route 1 Triangle Site</u> | <u>Gateway Area 1022 & 1024 N. Henry</u> | <u>35,034</u> | <u>0.80</u> | <u>99,000</u> | <u>OCM-50</u> | <u>1.5</u> | <u>77 to 90</u> | <u>52,551</u> | <u>52,551</u> | <u>1.5</u> | <u>50 to 70</u> |
| <u>8C</u> | <u>Route 1 Triangle Site</u> | <u>Gateway Area 1018 & 1020 N. Henry</u> | <u>20,277</u> | <u>0.47</u> | <u>7,800</u> | <u>CRMU/H</u> | <u>2.5</u> | <u>77 to 90</u> | <u>20,693</u> | <u>50,693</u> | <u>2.5</u> | <u>50 to 70</u> |
| <u>8D</u> | <u>Route 1 Triangle Site</u> | <u>Gateway Area 1000 & 1002 N. Henry</u> | <u>34,465</u> | <u>0.79</u> | <u>3,750</u> | <u>CRMU/H</u> | <u>2.5</u> | <u>77 to 90</u> | <u>86,163</u> | <u>86,163</u> | <u>2.5</u> | <u>50 to 70</u> |

*Table is cropped to illustrate revisions to information associated with Site #8 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

C. Rezoning

Staffs supports the Applicant’s request to rezone the property from OCM(50) to CRMU-H because: 1) the proposal is consistent with the Master Plan vision, as discussed above; 2) the proposal meets the City’s criteria for rezoning without a Master Plan study for the area; 3) the proposal contains an appropriate mixture of uses, density, and height for this section of the Braddock neighborhood; and 4) the proposal provides excellent design while meeting multiple goals for the neighborhood and the City.

Redevelopment of this site contributes to the success of creating a true gateway and sense of place within the Gateway Area with a vibrant mix of uses, unique architecture, and quality open space. The design of the development is also respectful of the surrounding context and provides

an appropriate amount of residential density given the site's proximity to transit and planned neighborhood services.

Finally, the rezoning adheres to the criteria set forth by City Council. These criteria were established to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future, and are of a lesser scale in that the proposal would not warrant a new plan or study on its own. These criteria and an analysis of each as they relate to the current application is provided in the following paragraphs.

Consistency with Small Area Plan

The Braddock Metro Neighborhood Plan focuses on preserving and enhancing the existing neighborhood, including its traditional scale and character and walkable streets, while at the same time helping the neighborhood adapt to emerging opportunities and challenges which include the changing nature of its diversity, the increased importance of transit, and the evolving value of sustainability. As previously described in Section A of the Staff Analysis, this application is consistent with the intent of the Braddock Metro Neighborhood Plan through advancement of 6 key principles that were formed by the community during the planning process.

Consistency with Type of Area

The proposal contributes to the development of a Gateway Neighborhood Area as identified by the BMNP. The plan describes the Gateway Neighborhood as an area with unique architectural treatment and design of new buildings along Route 1 in respect to the scale and character of the adjacent neighborhood across Route 1 to the east. The proposal achieves this intent through implementation of modern architecture with a prominent gateway feature integrated with the north end of the building and by stepping the height of the building dramatically from west to east, with a building height of only 20 feet for the majority of the Route 1 frontage.

Isolated Parcel

The proposed development will improve the entirety of the parcel bound by Route 1, N. Fayette Street, and the future N. Fayette Street extension. To the west are the Braddock Gateway development parcels that comprise CDD #15. Phase I of Braddock Gateway is complete and Phase II and III are currently in the development review process. Once complete, the Braddock Gateway projects together with the current proposal for 1200 N. Henry Street will provide a vibrant gateway into the Braddock neighborhood with residential and retail uses, quality ground level open spaces, and improved streetscapes.

Status of Planning for Area

The 2008 Braddock Metro Neighborhood Plan remains the governing document for the area. An update to the BMNP is not currently scheduled. Since adoption of the plan, development has occurred or is underway pursuant to the Plan on a number of development sites identified on page 8 of the BMNP. These sites include: the Jaguar Site (Site 1), 1261 Madison - The Bradley

(Site 5), the Carpenter’s Shelter Site (Site 9), the Madison Site (Site 10), Henry Street – Site B (Site 12), James Bland and Bland Addition Public Housing Site (Site 15), and Ramsey Homes Public Housing Site (Site 17).

Application’s Consistency with City Goals

In addition to being consistent with the vision of the BMNP, this proposal advances the goals articulated in other City plans and policies including those related to affordable housing, green building, public art, walkability and urban design as described in further detail below.

D. Compliance with Other City Plans & Policies

Green Building Policy

The City’s Green Building Policy was adopted in 2009 and established that newly constructed residential buildings should achieve a minimum green building certification level of LEED Certified (or equivalent) and a minimum green building certification level of LEED Silver (or equivalent) for non-residential buildings. The applicant proposes to comply with the Policy by achieving a green building certification level of LEED Certified for the residential portion of the building and LEED Silver (core and shell) for the non-residential portions of the building.

Environmental Action Plan

City Council also adopted the Environmental Action Plan (EAP) in 2009, which serves as a road map for city leaders, staff, and citizens to implement the environmentally sustainable visions and principles set forth in the City’s Eco-City Charter. A number of the EAP’s transportation and land use goals are advanced with this proposal by rezoning the property and concentrating density near Metro. The EAP’s green building goals are also advanced, including Goal 1 which states, “Building on the City’s Green Building Policy, all development, either new or renovation, should be constructed with the lowest ecological impact as is reasonably practical by advancing energy efficient green construction, sustainable building location, site design, and emerging technologies.” To build upon the Green Building Policy, this application will:

- Provide documentation to future retail and daycare tenants encouraging them to operate their businesses consistently with the goals of LEED, as well as to pursue LEED certification for Commercial Interiors;
- Work with the City for recycling and/or reuse of the existing building materials as part of the demolition process;
- Provide Energy Star labeled appliances in all residential units;
- Install EPA-labeled WaterSense (or equivalent) low flow fixtures;
- Explore the possibilities of adopting water reduction strategies, such as the use of a gray-water system on-site; and
- Provide 2 electric vehicle charger stations for a minimum of 2 percent of the required parking spaces. An additional 3 percent of the required spaces will also have necessary infrastructure installed for future level 2 electric vehicle chargers.

Public Art

The applicant proposes to include public art on the project site at a value of at least \$75,000 pursuant to the City's Public Art Policy adopted in December 2014. Staff is supportive of the direction the applicant proposes for the public art, which includes an art piece integrated with the design of the west building facade along the N. Fayette Street extension. The art will screen the retail's back of house, emphasize the connection of building with the adjacent park, and contribute to an active pedestrian experience at the street level. Additionally, a location is identified on the plans for a possible sculpture at the northern tip of the public plaza. The final design and location of public art will be determined during the final site plan process.

Affordable Housing

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, the applicant has proposed using bonus density and bonus height (Section 7-700 of the Zoning Ordinance). In exchange for 30% bonus density and 15 feet of additional height, the applicant will provide eleven affordable rental units (nine one-bedroom and two two-bedroom units). This breakdown is proportional to the building's planned unit mix. The rents (adjusted for utilities) will be affordable to households with incomes at 60% of the area median income (equivalent to \$49,260-\$70,320 in 2018 for a household with one to four members) as well as to eligible households with Housing Choice (Section 8) vouchers. The units will remain affordable for a 40-year period.

Importantly, the applicant has also agreed to provide two concessions to the residents of the set-asides that will enhance affordability for income-eligible households: (1) non-refundable fees, excluding application and pet fees, will be capped at 15% of the affordable gross rent amount; and (2) parking fees will be reduced for parking spaces attributed to the set aside units for a household's first vehicle.

When the applicant presented its Affordable Housing Plan dated June 21, 2018 to the Alexandria Housing Affordability Advisory Committee (AHAAC) in August, the applicant had also agreed to provide a voluntary contribution of \$263,583 to the Housing Trust Fund in addition to the 11 units. The Committee unanimously approved the Affordable Housing Plan and noted its appreciation for the large number of set-aside units resulting from the 30% bonus density: this is the first development proposing to make use of the higher amount allowed by the Zoning Ordinance.

As part of AHAAC's review it was noted that pursuant to the Braddock Metro Neighborhood Plan, 50% of the proposed voluntary monetary contribution would be reserved for potential future offsite ARHA replacement units, if necessary. It was also noted that the applicant's calculation of the voluntary monetary contribution did not include the 10,000 square feet associated with the day care space and was based on the project's remaining net floor area versus its gross floor area. Staff stated that these types of issues will be revisited next spring with a stakeholder group to be convened to review and update the City's Procedures Regarding

Affordable Housing Contributions, including inconsistencies in how voluntary contributions are interpreted and fulfilled.

Subsequent to AHAAC's approval of the Affordable Housing Plan, the applicant has indicated that it will not make the voluntary affordable housing contribution if it is required to pay the Braddock Small Area open space and community improvement contributions for areas associated with the bonus density and day care.

E. Building Design

As previously described, the building is designed as a series of stepped towers that decrease in total height from west to east above a triangular-shaped, 20-foot high retail podium. The tallest tower, measuring 85-feet high, is a slender "bar" that spans the western edge of the retail podium. This bar bends slightly west as it terminates at the north end of the podium, creating visual interest in the form of a parallelogram-shaped vertical tower at this prominent gateway location. This northern gateway tower is comprised of floor-to-floor windows surrounded with a lightly-colored porcelain tile façade and glass balconies that project outward to the north. This 6-story gateway tower cantilevers from the rest of the building as it approaches the ground level, resting above non-structural columns which characterize the letters "AV" for Alexandria, Virginia. An open-air play space for the day care facility rests immediately above these columns within the northern gateway tower and will utilize a screen system to define an indoor/outdoor play experience.

This northern gateway feature is framed on both sides by thin volumes that are setback to the south and clad with a copper-toned, large-scale porcelain tile. The thin, western volume maintains the 85-foot height and continues for 3 window bays before transitioning to a varying composition of gray brick, metal panel, and fiber cement building materials. The volume to the east reveals a generous portion of the bar's eastern façade and steps to a total height of 71'-8" spanning the majority of the façade that lines Route 1.

The approximately 71-foot tall tower turns ninety-degrees towards the east as it approaches the southern edge of the podium, creating an "L" shape that defines the edges of a rooftop terrace above the retail podium. The short leg of the "L" curves as it turns to face Route 1 and carries through to the ground floor retail façade at the corner of Route 1 and N. Fayette Street. This portion of the tower is clad with a light gray brick primarily facing N. Fayette Street to the south and a short distance along Route 1 as the tower steps down to a height of 50'-4".

The 20-foot high retail podium has a primarily glassy façade along Route 1 framed at intervals by the same light gray brick used on the curved tower above. The podium façade transitions to a dark gray brick as it continues south and west to the residential lobby entrance located at the corner of N. Fayette Street and the North Fayette Street extension. The majority of the western façade is a balanced composition of light and dark gray materials consisting of brick and fiber cement paneling. The fiber cement panels are utilized primarily on the upper floors of the building, where they are less visible from the street level, while the first two levels are clad with brick to enhance the pedestrian experience.

In addition to creating architectural interest through the use of building materials and height, the Applicant worked with Staff to provide a sense of depth on each façade. This is executed by varying the balcony typology (i.e. inboard vs. outboard), adding full-length vertical breaks at prominent entrances, and stepping of volumes not only vertically, but horizontally. Overall, Staff finds the building to be well-designed with careful attention to height and massing, depth, and materials. However, two minor refinements to the design are included in the Staff Recommendations (Condition #12e & #12f). The first requires the applicant continue to refine the building cornice that tops the sixth floor facing west, and the second ensures that the design of the second-floor façade where the daycare is located will be fully integrated with the façade of the northern gateway. Other than these two minor refinements, Staff believes the proposed building design meets the intentions of the BMNP Design Guidelines and will be a transformative building within the Braddock Metro neighborhood fabric.

F. Site Layout and Open Space

Staff supports the applicant’s open space plan for the project, which includes an on-grade, publicly accessible park/plaza, rooftop amenity spaces, and monetary contributions to the Braddock Community Amenities Fund and Braddock Open Space Fund for improvements within the plan area. Approximately 5,800 square feet of open space is provided on the ground level, consisting of a publicly accessible park/plaza located at the northern corner of the property and a portion of open space located on the west side of the building. An approximately 5,800 square foot rooftop amenity is also provided on the second floor of the building for use by the residents. As shown in the table below, the total amount of open space provided accounts for 33.2 percent of the site area, which is less than the 40 percent required by the CRMU-H zone. Therefore, the applicant requests a modification of the open space requirements, which is discussed in further detail in Section L of this report.

Table 2– Open Space

| | Required (Per Site Area: 34,921 sf) | Provided | Percentage of Total Open/Amenity Space |
|-------------------------------------|--|-------------------------------|---|
| Ground-Level Open Space (public) | 13,968.40 sf (40%) | 5,825 sf (16.6%) | 50.20% |
| Rooftop Amenity Space (private) | | 5,780 sf (16.5%) | 49.80% |
| Total | | 11,605 sf (33.2%)* | 100% |

*Modification requested

The on-grade, publicly accessible park/plaza is a triangular-shaped, passive open space with seating areas, shade trees, and pathways. A primary pedestrian connection between Route 1 and the N. Fayette Street extension is a proposed on the north side of the building adjacent to the plaza’s open lawn, facilitating movement through the plaza. A space is reserved for a possible public art sculpture at the north tip of the plaza, complimenting the previously described “AV” columns at the southern edge of the plaza. Located between both elements is an open lawn space shaded by canopy trees that are positioned within plant beds and separated by seating areas for use by individuals and small groups.

The remaining area of ground-level open space is a portion of the sidewalk and landscaped beds located to the west of the site, along the future N. Fayette Street extension. Since this portion of the streetscape will be privately owned and maintained with a public access easement, this area may be counted toward the open space requirements.

The rooftop open space is located on the second floor of the building, above the retail podium. The primary amenity space is defined by the edges of the stepping towers, with a transparent guard railing along the eastern edge of the terrace, facing Route 1. This portion of the amenity space proposes grilling and outdoor dining areas as well as separate gathering spaces for large and small groups located between green roof plantings. The rooftop open space continues around the southern edge of the building, serving as private outdoor terraces to individual residential units.

Play space for the day care facility is provided on the second floor of the building. As previously noted, this space will be designed as open-air to provide an indoor/outdoor play experience. Since this space is located within the building it does not contribute toward the open space calculations; however, it is adequately sized to satisfy the play space needs of the day care facility.

As shown in Table 2 above, the ground-level and rooftop open spaces equally account for approximately 50 percent of the open space provided. Staff believes this is a reasonable balance of private and public open space given the constraints associated with developing a triangular-shaped site. The applicant worked with Staff to maximize the amount of publicly accessible, ground-level open space without compromising density near the Metro station and being mindful of the building height in respect to the neighboring community to the east. Further, the proposed park/plaza will complement the approximately 28,500 square foot publicly accessible park to be constructed immediately adjacent to this site with the development of Braddock Gateway Phase II and contribute to a network of open spaces within the Plan area and the surrounding neighborhood.

G. Pedestrian and Streetscape Improvements

The applicant's proposal will greatly improve the pedestrian experience around the perimeter of the site compared to the current circumstance of a narrow concrete sidewalk along Route 1 and a portion of N. Fayette Street that is interrupted by several curb cuts. A vibrant commercial storefront will be created along Route 1, N. Fayette Street, and the future extension of N. Fayette street with this proposal. All existing overhead utility lines will be placed underground, and new sidewalks will be installed with street trees and lighting, and a mix of high-quality brick and concrete paving materials.

In addition to the BMNP Design Guidelines, the Applicant considered the City's Green Streets BMP Design Guidelines and the Complete Streets Design Guidelines in coordination with Staff in design of the streetscapes. As a result, the Applicant proposes an 18 foot-wide concrete sidewalk on Route 1 and an 18 foot-wide brick sidewalk on N. Fayette Street. Both streetscapes will include BMP tree wells. A 12 to 14 foot-wide brick sidewalk is also proposed on the east side of the N. Fayette Street extension with standard tree wells. Overall, Staff believes the

proposed streetscapes are designed to facilitate a safe, vibrant pedestrian experience around the perimeter of the site.

H. Retail Uses

KLNBretail, a major commercial real estate service, worked closely with the Applicant through the design phase of the project to shape the retail layout within the building in an effort to provide the maximum amount of flexibility for retail configurations. This flexibility will allow the space to accommodate future interests from restaurants (both full-service and quick-casual), fitness providers, grocers, and pharmacy tenants which are all types of retail services that will provide a benefit to the surrounding community.

As a result, the Applicant proposes 17,000 square feet of ground floor retail and 10,000 square feet for a day care center that will occupy a portion of the first and second floors. Areas of retail and daycare are specifically designated as such on the plans. Uses permitted within the ground floor retail space are consistent with the CRMU-H zone regulations but will exclude medical office, medical laboratory, motor vehicle parking or storage, radio or television broadcasting office and studio, utilities, and accessory uses.

A day care center may be permitted within a limited area of the designated ground floor retail space in the event that the designated day care space wishes to expand. Staff provided condition language (Condition #20) that limits the expansion of the day care center to a maximum of 5,000 square feet, with only the first 10,000 square feet of day care space eligible for a floor area exclusion pursuant to Section 1-400(B)(3)(f).

Staff performed a careful analysis of the permitted uses in the CRMU-H zone in comparison with the principles of the BMNP and found that the majority of uses in this zone are compatible with the neighborhood and the intentions of the Plan with the exceptions listed above. All other uses which normally require an Administrative Special Use Permit or Special Use Permit within the CRMU-H zone are not precluded from applying for such permits. Such applications, if received, will be evaluated as part of the standard SUP review process.

I. Parking & Transportation

Parking & Loading

This proposal meets the residential and commercial parking standards as required by the Zoning Ordinance. Parking for the residential and commercial (retail and daycare) uses is provided within the below-grade parking garage pursuant to the following calculations:

Table 3 – Residential Parking

| Residential Parking | | |
|----------------------------|--------------------------|-------------------------|
| | Market Rate Units | Affordable Units |
| Number of Units | 104 | 11 |
| Number of Bed Rooms | 128 | N/A |
| Base Ratio | 0.8* | .75 |

| | | |
|--------------------------------|-------------------------|----------------|
| Base Maximum # Spaces | 103 | 9 |
| Credits | | |
| Proximity to BRT | 0% | 0% |
| Walkability Index | 10% | 10% |
| 4 or more bus routes | 5% | 5% |
| 20% or more studios | 0% | 0% |
| Braddock Metro Walkshed** | N/A | 10% |
| Total Credits | 15% | 25% |
| Resulting Ratio | 0.68 spaces per bedroom | .5625 per unit |
| Resulting Minimum # Spaces | 88 | 7 |
| Parking Spaces Required | | 95 |
| Parking Spaces Provided | | 97 |

* Per Section 8-200 (A)(2)(a)(i)(i)

** Per Section 8-200 (A)(2)(a)(iii)(d)(A)

Table 4 –Commercial Parking

| Specific Commercial Parking* | | | |
|-------------------------------------|-------------------------|-------------------------|--------------------------|
| | Required** | | Proposed |
| | Minimum | Maximum | |
| Within Enhanced Transit Area | .25 spaces per 1,000 sf | 3.0 spaces per 1,000 sf | 1.48 spaces per 1,000 sf |
| Total Spaces | 7 | 81 | 40 |

*As defined by Section 8-200(A)(16); includes day care.

**Based upon the proposed net commercial floor area of 27,000 square feet (10,000 sf of day care + 17,000 sf of retail).

Although Table 4 assumes a Specific Commercial use as defined by the Zoning Ordinance for the ground-floor space identified as retail on the plan, the proposed amount of parking also falls within the minimum and maximum parking ratios allowed for a restaurant in the event that this space is leased to a restaurant user. Therefore, in either circumstance, the 137 parking spaces within the garage fall within the minimum and maximum parking ratios for a day care and another Specific Commercial use or a day care and restaurant based upon the proposed square footage.

In addition to the proposed parking as outlined above, the applicant will provide 3 on-street parallel parking spaces on the north side of N. Fayette Street and 1 off-street loading space as required. The loading space and garage entrances are both located on the N. Fayette Street extension. Drop-off and pick-up activities for the day care are also planned for within the below grade parking garage.

Traffic

Wells and Associates performed the Traffic Impact Study for this site. The development is projected to generate 114 new AM peak hour trips, 148 new PM peak hour trips and 1,165 new daily trips upon completion. This assumes a 40 percent non-auto reduction, consistent with recently approved projects in the Braddock Metro Neighborhood area and Census Tract data.

Given the transit options and the number of pedestrian and bicycle facilities in close proximity to the site, and the synergy that would occur between the proposed development and adjacent mix of uses, a significant non-auto mode share is expected to be realized by residents of the development, minimizing the impact on the surrounding road network. Census Tract data specific to the subject site provides further support of a significant non-auto mode share, showing that approximately 60% of existing rental residents commute by utilizing available transit options.

Overall, the results of the traffic study conclude that the redevelopment of 1200 N. Henry Street will create a vibrant, urban condition that will prove the pedestrian and bicycle experience by the consolidation and elimination of curb cuts along Route 1, create a 24-hour population, and provide service uses expected to be patronized by workers, visitors, and local residents. The project location will take advantage of the connected street network south of the site and transit options, specifically the Braddock Road Metro station, that will encourage non-auto modes, minimizing traffic and parking impacts on the surrounding road network.

Transit and Bicycle Facilities

The Braddock Metro neighborhood is well served by transit, including DASH bus service, Bus Rapid Transit (BRT), Metroway and Metrorail. In addition, the neighborhood is frequently traversed by pedestrians and bicyclists en route to and from the Metro station. The Braddock Road Metro station is approximately 0.3 miles southwest of the site and is accessible via a connected grid of sidewalk. 1200 North Henry Street has a Walkscore of 70, Very Walkable, and mobility score of 83 due to the presence of transit and bike amenities near the site. Further, Route 1, to the north of the site, has off-street bikeways over the Monroe Bridge and Slaters Lane is marked as an on-street bike route. These routes connect to the Mount Vernon Trail that runs to the north and south of the site.

Additionally, the closest Capital Bikeshare facility to the subject site exists on Powhatan Street just north of Bashford Lane with a station for 15 bikes. Capital Bikeshare is also available at the Braddock Road Metro station and the corner of Slaters Lane and Portner Road and offers 29 bikes. The Applicant has agreed to provide a \$20,000 contribution to the City's Capital Bikeshare fund for implementation of a Bikeshare facility within the plan area. Further, the Applicant will provide 5 bicycle racks (10 spaces) on the sidewalk near the intersection of Route 1 and N. Fayette Street and 2 bicycle racks (4 spaces) near the intersection of N. Fayette Street and the N. Fayette Street extension. A total of 58 bicycle parking spaces are also proposed within the below grade parking garage.

North Fayette Street Extended

As mentioned previously, construction of the North Fayette Street extension will be completed by the adjacent property owner to the west with development of Braddock Gateway Phase III. As a private street with a public access easement this street will be an important connection that provides additional pedestrian, bicycle, bus, and vehicular connectivity within the Braddock Metro neighborhood.

The Braddock Gateway Phase III development is currently under review by Staff and is pending public hearing by the Planning Commission and City Council near the end of the 2018 calendar year. Since the extension of N. Fayette Street is vital to accessing the garage and loading spaces for the current application, it is important that the property owners of 1200 N. Henry Street and Braddock Gateway Phase III coordinate timing of their projects. Further, a portion of the streetscape improvements associated with the 1200 N. Henry Street development which are located on the east side of the N. Fayette Street extension lie within the limits of the adjacent property. Therefore, the Applicant included a letter of consent from the adjacent property owner allowing the proposed improvements to be implemented on their property. Such improvements include brick sidewalks, street tree wells, and street lights.

Staff provided condition language (Condition #91) in the Staff Recommendations section of this report to facilitate coordination between the two property owners regarding timing for the construction of the N. Fayette Street extension. Although Braddock Gateway Phase III is obligated to provide an access point on the extension to the development at 1200 N. Henry Street pursuant to the conditions of CDD #15, Staff believes that additional condition language is necessary with this application to ensure that neither development will be hindered by the other's construction schedule. The Applicant has agreed to work in good faith to coordinate with the adjacent property owner to manage timing of their improvements and provide an interim condition for the N. Fayette Street extension if needed to access their site.

J. Special Use Permits

Section 11-500 of the Zoning Ordinance gives authority to City Council to approve Special Use Permits (SUPs), 3 of which are included in this application. The Zoning Ordinance requires that the approval of the SUPs associated with the development application:

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.

Staff supports approval of the 3 SUPs requested with this application, as evident through the summary and analysis provided below that each of the request SUPs meet the criteria listed above.

Increase of FAR to 2.5 in CRMU-H Zone (included in the DSUP)

The permitted floor area ratio of development in the CRMU-H zone depends on whether a single use or mixture of uses is proposed and whether a Special Use Permit is sought. Per the floor area regulations of the CRMU-H zone, a mixed use project, such as the current application, is permitted a floor area up to 2.5 with a SUP if at least 50 percent of the floor space of the proposed development is for residential use and if the commercial use within such development does not exceed a floor area ratio of 1.25.

Staff supports the Applicant's request for a SUP to increase the permitted FAR to 2.5. Factors considered in support for this request include the density of the planned developments surrounding the site and the site's close proximity to Metro. Further, a request for a SUP to increase density in the CRMU-H zone must meet additional criteria that as outlined in Section 5-309 of the Zoning Ordinance. These criteria are listed below with a summary of Staff's analysis:

- *The number, viability and compatibility of the individual uses proposed and their physical and functional integration.*

The proposal includes residential apartment units, above ground floor retail, daycare on a portion of the first and second floors, and 2 floors of below grade parking. The uses are well integrated physically and functionally by use of an elevator core which connects both garage levels to the commercial uses and then the residential apartments above.

Due to the site's close proximity to Metro and the other available transit options, the site is a prime location for residential apartments. Additionally, as previously mentioned, an analysis prepared by KLNBretail demonstrates strong support for retail and day care uses at this location.

- *The ability of the design to promote the integration of uses within the project and to promote compatibility of the project with the neighborhood.*

A guiding principle of the BMNP is to encourage community-serving retail and services. The retail and day care center proposed with this application will serve the residents of the Braddock Metro neighborhood and the surrounding community, such as those located in the nearby North East community. Further, the day care space is creatively integrated with the interior layout of the building and the overall building design.

- *The inclusion of site amenities, open space and features, supporting uses and community and cultural facilities in a manner which encourages pedestrian use and promotes internal compatibility of uses.*

The proposal includes a ground level, publicly accessible park/plaza with interconnected pathways, seating areas, and an open lawn space. The proposal also includes a public art feature on the N. Fayette Street extension and bicycle racks for public use. These amenities will be utilized by residents and patrons of the proposed application and the surrounding community.

Further, the Applicant will make monetary contributions to the Braddock Neighborhood Open Space Fund, the Braddock Community Amenities Fund, and the City's Capital Bike Share program for improvements within the Braddock Metro neighborhood.

- *The distribution of floor area ratio over the site so that the mass and scale of buildings do not overwhelm and are compatible with neighboring areas.*

The floor area of the building is proportionally distributed over the site. The building footprint fills the triangular-shaped site to the extent practical and the mass and scale of the building steps down from west to east so that the development will complement the planned, high-density development to the west and is careful not overwhelm the neighboring townhomes areas to the east.

- *The mixed-use character of the proposed development such that the project's dominant character is not commercial.*

The dominant character of the proposed development is residential, with 96,493 square feet of the total 113,493 square foot net floor area dedicated to apartment units and associated residential amenities. The retail and day care uses are considered secondary and will complement the primarily residential character of this development and the surrounding community.

Bonus Density of 30 Percent and Bonus Height of 15 Feet for Provision of Affordable Housing (Included in the DSUP)

In addition to the requested SUP for increased density in the CRMU-H zone, the applicant requests to utilize a density and height bonus for the provision of affordable housing. This height and density bonus incentive is outlined in Section 7-700 of the Zoning Ordinance. Per the Ordinance, increases in allowable floor area ratio, density, and height may be allowed for a building which contains one or more dwelling units through a Special Use Permit when the following conditions are met:

- *The applicant for the special use permit commits to providing low and moderate income sales or rental housing units in conjunction with the building or project which is the subject of the permit application.*

The Applicant proposes 11 on-site affordable dwelling units in exchange for a 30 percent bonus density and bonus building height of 15 feet. Therefore, the total floor area is increased from 2.5 to 3.25 and the total maximum building height is increased from 70 feet, as designated by the BMNP, to 85 feet with approval of this SUP.

This bonus density equates to approximately 32,000 gross square feet. Per Section 7-700, a minimum of one-third of the bonus density must be used for affordable units. One-third of the bonus amount equates to approximately 10,600 square feet which will be distributed proportionally amongst the proposed 11 affordable units.

- *The units may be provided within the building or project which is the subject of the permit application, or with the consent of the applicant and the director of housing and the director of planning and zoning and approval of this special use permit, the units may be provided at an off-site location, by a cash contribution to the City of Alexandria Housing Trust Fund, or some combination of off-site units and cash contribution.*

The 11 affordable units proposed with this development will be located on-site and mixed within the market-rate units. The affordable units will be provided as 9 one-bedroom units and 2 two-bedroom units.

- *The applicant for the special use permit agrees and provides sufficient assurance, by way of contract, deed or other recorded instrument acceptable to the city attorney, that the low-and/or moderate-income housing units to be provided will remain in these categories for the period of time specified in the special use permit.*

The conditions of the project's Affordable Housing Plan for set aside units are included in the Staff Recommended conditions of approval. Therefore, once this application is approved by Council it provides a means of sufficient assurance acceptable that the affordable housing units provided will remain in effect for the period of time specified in this Special Use Permit.

- *City council determines that the building or project which is subject to the special use permit, with the increase in allowable floor area ratio, density and height, meets the standards for the issuance of a special use permit outline above.*

Staff supports the requested SUP for increased density and height pursuant to Section 7-700 for the provision of affordable housing as it meets the criteria, as outlined above, for provision of such bonuses. Additionally, the request meets the standards for the issuance of an SUP associated with the development application as it will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use, will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood, and will substantially conform to the master plan of the City by advancing the stated priority of providing affordable housing throughout the City.

Transportation Management Plan (SUP#2018-0042)

According to Section 11-700 of the Zoning Ordinance, the Applicant is required to participate in a Transportation Management Plan (TMP) to encourage alternate modes of transportation resulting in a decrease of Single Occupancy Vehicle (SOV) trips. To support the TMP, the applicant has agreed to the City's standard TMP rates, (adjusted annually per the Consumer Price Index [CPI-U]) to be contributed to the City's TMP fund.

Based on the size of the proposed development the proposed project is classified as a Tier 2 TMP. Therefore, this project will be required to join the Citywide TDM program or partner with an adjacent program in order to satisfy the need for the TMP.

As part of the TMP, the Applicant will designate a TMP Coordinator. The Coordinator will be the point of contact with the City's Transportation Planning Division and will work with Staff to implement the TMP. The duties of the TMP Coordinator include maintaining updated contact information with Staff, distributing annual electronic surveys, managing and accounting the TMP fund, submitting reports to the City, and administering the program as required by the Zoning Ordinance.

K. Encroachments

The applicant requests approval of an encroachment for two building canopies within the public right of way. Both canopies are located above the main entrances to the residential lobby and retail space, beginning approximately 20 feet above average finished grade.

The canopy above the residential lobby entrance primarily faces south and west towards the N. Fayette Street extension and the future park to be completed with the development of Braddock Gateway Phase II. The canopy is trapezoidal in form and encroaches 187 square feet into the public right of way. Additionally, a portion of this canopy extends over the adjacent private property owner's site. The Applicant included a letter of consent from the adjacent property owner permitting the building canopy to project over their property. The canopy above the retail entrance primarily faces south and east at the intersection of Route 1 and N. Fayette Street. This canopy extends approximately 55 feet to the north and wraps the southern corner of the building with a 25-foot radius and measures a total encroachment area of 512 square feet into the public right of way.

Both canopies follow the geometry of the building and offer opportunity to mount building signage. Residential signage will be reviewed as part of a coordinated sign plan per Condition #24 with the Applicant's final site plan and commercial signage will be reviewed for compliance with the regulations of the Zoning Ordinance and the Staff Recommendations.

Staff supports the applicant's request for an encroachment of the two canopies within the right of way. The height of the canopies above finished grade is generous and the City's Department of Transportation and Environmental Services (T&ES) foresees no issue with the proposed encroachment. Further, Staff finds that the canopies add architectural interest to the building and emphasis to the major corner entrances along Route 1 and N. Fayette Street.

L. Modifications

The Applicant requests 2 modifications to the Zoning Ordinance with approval of this DSUP including a modification to the open space requirements of the CRMU-H zone, and a modification to the height to setback ratio of Section 6-403 on N. Fayette Street. Pursuant to Section 11-416 of the Zoning Ordinance, the Planning Commission may approve modifications if they determine that such modifications:

1. Are necessary or desirable to good site development;
2. That specific and identified features of the site design compensate for the 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.

Staff supports the requested modifications pursuant to the following analysis of the development proposal in review of the above criteria.

Modification to Open Space Requirements

As illustrated in Table 2 above, the Applicant proposes 33.2 percent (11,605 square feet) of usable open space on-site, which is 6.8 percent (2,363 square feet) short of meeting the 40 percent open space requirement in the CRMU-H zone. Therefore, the Applicant requests a modification to the open space requirements. The open space provided is nearly an even mix of on-grade, publicly accessible open space and on-structure, private rooftop open space.

Staff worked with the Applicant through the design process to maximize the amount of open space on this triangular-shaped site without compromising the City's goal of concentrating density around Metro stations. The open space provided will serve as a valuable asset to the community and the residents of the development, and compliment the open space provided with the adjacent development of Braddock Gateway.

Based on the criteria which the Planning Commission uses to approve modifications, Staff supports this modification for the following reasons:

1. As stated previously, the footprint of the building is limited by the triangular shape of the site. In order to achieve the desired density within the proposed building height, the footprint of the building must maximize site area available for practical development of commercial and residential uses.
2. Despite the constraints imposed by the shape of the site, the Applicant proposes a ground-level, publicly accessible park/plaza and a generous rooftop amenity space for use by the residents of the building. The Applicant also proposes to meet the City's crown cover requirements and make a monetary contribution to the Braddock Neighborhood Open Space Fund.
3. A reduction of the required open space from 40 percent to 33.2 percent will not have an adverse effect on the neighboring properties or the health, safety, and welfare of the public. The publicly accessible park/plaza will be an amenity for the surrounding community and add to a network of quality open spaces within the Braddock Metro neighborhood.

Modification to the Height to Setback Ratio

The proposal requires a site plan modification for the setback of the building as it relates to the centerline of N. Fayette Street. Section 6-403 of the Zoning Ordinance requires that the height of a building shall not exceed twice the distance from the face of the building to the centerline of the street facing such building. As proposed, the building is setback 36.5 feet from the centerline of N. Fayette Street, meaning that the maximum height allowed along this street based upon the setback is 73 feet. However, the tallest point of the building facing N. Fayette Street measures 85 feet high.

Based on the criteria which the Planning Commission uses to approve modifications, Staff supports this modification for the following reasons:

1. The modification is desirable in that it allows the applicant to utilize bonus height with an SUP for the provision of affordable housing. The bonus height is applied to the portion of the building located closest to the Metro rail tracks and the high-density development to the west that is planned for with Braddock Gateway.
2. As previously described, an eighteen-foot wide sidewalk is proposed along N. Fayette Street with BMP tree wells. The proposed sidewalk width exceeds the minimums preferred by the BMNP Design Guidelines, the Green Street BMP Design Guidelines, and the Complete Streets Design Guidelines. The proposed sidewalk width and streetscape amenities are generous and will compensate for the impacts otherwise protected by the regulations set forth in Section 6-403.
3. Since the building steps down in height from west to east, only a small section of the building facing N. Fayette Street will exceed the height to setback ratio. This section measures approximately 28 feet of the total 95-foot-long façade. The remainder of the building meets the height to setback ratio on N. Fayette Street by stepping down to the east with towers measuring approximately 71 feet, then 50 feet, and finally 20 high along Route 1 with respect to the neighboring communities on the east side of Route 1.

M. School Impacts

The Applicant proposes to construct 115 high-rise apartments of which 11 units will be affordable. The current student generation rate for new high-rise apartments is 0.03 students per unit, or 3.12 for the 104 market-rate apartments. The current student generation rate for public housing units is 0.6 per unit, which, if applied to the 11 affordable housing units, would be 6.6 students. This project is located in the Jefferson-Houston elementary school attendance area. The proposed development project has been accounted for in school enrollment forecasts.

V. COMMUNITY

The project has been presented to the Braddock Implementation Advisory Group (BIAG), the North East Citizens Association (NECA), and the Braddock Metro Citizens Coalition. The dates of which these presentations were held are included in the table below:

Table 5 – Community Meetings

| Date | Meeting |
|-------------|--|
| 12/19/17 | Braddock Metro Citizens Coalition |
| 1/24/18 | North East Citizens Association |
| 6/20/18 | North East Citizens Association |
| 7/18/18 | Braddock Metro Citizens Coalition |
| 5/7/18 | Braddock Implementation Advisory Group |

BIAG was formed as part of the Plan’s implementation strategy to contribute to the long-term success of the Plan. The proposal received overwhelming support from this group, who expressed enthusiasm for the proposed neighborhood-serving retail and daycare uses. The

proposal was also well received by the other community groups and associations, with some concern raised by NECA regarding the height of the building across from their community located on the east side of Route 1. The Applicant worked in response to their concerns by locating the tallest portion of the building along the western edge, adjacent to the Braddock Gateway development, and stepping the building height down to 20 feet along Route 1 in respect to the height of the townhomes in the North East community.

The Applicant also met with the adjacent property owner who shared no issues or concerns with the proposed project.

VI. CONCLUSION

Staff recommends approval of the Development Special Use Permit with site plan and modifications and all associated Special Use Permits subject to compliance with all applicable codes and the following staff recommendations.

VII. GRAPHICS



Site Plan



Gateway Feature - Perspective looking south from Route 1



Primary Retail Corner - Perspective looking north from Route 1



Residential Lobby Entrance – Perspective looking north from N. Fayette Street



Northeast aerial view



Southeast aerial view



East Elevation



West Elevation

VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the Preliminary Plan dated June 21, 2018 and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of the first certificate of occupancy permit.
 - b. Install ADA accessible curb ramps serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. 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) as shown on the Preliminary Plan. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES. Curb ramps should be designed to direct pedestrian in the direction of crossing.
 - g. Provide a thermoplastic pedestrian crosswalk where a crossing is shown on the Preliminary Plan across N. Fayette Street , which must be designed to the satisfaction of the Director of T&ES.
 - h. 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.
 - i. 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.
*** (P&Z)(T&ES)

B. PUBLIC ART:

3. 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)

4. 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) *, ***

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. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:
 - a. Ensure positive drainage in all planted areas.
 - b. Provide detail, section, and plan drawings for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
 - c. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
 - d. 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.
 - e. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - f. 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 the following modifications to the landscape plan and supporting drawings:
 - a. Coordinate tree labels shown on the landscape plan with the crown cover calculations. (P&Z)
7. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.

- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)
8. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. (P&Z)(T&ES)
9. 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)
10. A public access easement shall be granted for the open space area located at the northern end of the property as shown on Sheet L.100. The public access easement shall be granted, including determination of the rules and regulations, prior to issuance of final Certificate of Occupancy. A plat delineating the public access easement and the deed of easement shall be prepared by the Applicant and approved by the Directors of P&Z and RP&CA and the City Attorney prior to release of the Final Site Plan. The final approved plat and deed of easement shall be recorded among the land records. The deed of easement shall include the following additional language:
- a. “For use by the public as an open space area following the hours and guidelines established by the Department of Recreation, Parks, and Cultural activities.
 - b. “Pursuant to Section 29.1-509 (E) of the Virginia Code, The City shall indemnify and hold the property owner harmless from all liability and be responsible for providing, or paying the cost of, all reasonable legal services required by any person entitled to the benefit of this section 29.1-509(E) as the result of a claim or suit attempting to impose liability. Nothing herein shall be construed as a waiver of the City's own sovereign immunity, statutory or otherwise, or the City's immunity under

Sections 29.1-509 and 15.2-1809 of the Virginia Code or otherwise.”
(P&Z)(RP&CA)*,***

D. BUILDING:

11. The building design, including the quality of materials and final detailing shall be consistent with the elevations dated June 21, 2018 and the following conditions. (P&Z)
12. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design as shown in the Preliminary Plan. Exterior muntins shall also:
 - i. Have a *minimum* depth/projection of 3/8 inches and a maximum width of 1 inch.
 - ii. have a detailed profile that will create a strong shadow pattern;
 - iii. have an integral spacer bar between the panes of glass that matches the muntins in width;
 - iv. corresponding interior muntins are encouraged, but not required;
 - b. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8 inches.
 - c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
 - e. The applicant shall refine the design and projection of the cornice located above the sixth floor on the west elevation..
 - f. The design of the second-floor façade where the daycare is located shall consist of high quality building materials and be fully integrated with the façade of the northern gateway. (P&Z)
13. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
14. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for*

Preparations of Mock-Up Panels Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:

- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
- b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
- c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
- d. 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)

15. Per the City's Green Building Policy adopted April 18, 2009, achieve LEED BD+C: Core and Shell certification level of Silver (or equivalent) for the commercial portion of the building and LEED BD+C: New Construction certification level of 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 certification within two (2) years of obtaining a final certificate of occupancy.
- e. Failure to achieve LEED BD+C: New Construction with a certification level of LEED Certified (or equivalent) for the residential portion of the project and LEED BD+C: Core and Shell with a certification level of LEED Silver (or equivalent) for the commercial 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 and daycare tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Commercial Interiors certification. (P&Z)(T&ES)
- 16. 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)
- 17. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
- 18. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 3 percent of the required parking spaces shall have necessary infrastructure installed for future level 2 electric vehicle chargers. (T&ES)
- 19. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)

E. RETAIL USES:

- 20. In order to comply with the floor area ratio restrictions for the property and pursuant to Zoning Ordinance Section 1-400(B)(3)(f), a minimum 10,000 square foot day care center on the ground floor and second floor of the building within the areas indicated on the plan as “daycare” must be constructed and maintained.
 - a. The provisions of Zoning Ordinance Section 1-400(B)(3)(f) apply.
 - b. A maximum area of 5,000 square feet may be utilized as an expansion of the day care center on the ground floor within the area designated on the plan as “retail.” (P&Z)
- 21. Ground floor uses of areas designated on the plan as “retail” shall be limited to business and professional office, personal service establishment, private commercial schools, restaurants, day care center, and retail shopping establishments, subject to compliance with all applicable codes and ordinances, 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 lawn and garden supply stores;
 - c. Personal service uses shall not include appliance repair and rental, contractors’ offices, laundromats, and pawnshops;
 - d. Restaurants are subject to the applicable conditions below; and

- e. 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.
 - f. The term “commercial” 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)
22. Ensure the following for the retail and daycare areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height on the first floor.
 - b. Provide a minimum of one operable entrance per retail tenant on the ground floor. 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.
 - d. All drop-off and pick-up activities for the daycare must occur within the below-grade parking garage to minimize the impact on pedestrian and vehicular traffic. (P&Z)
23. 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.
- a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)

F. SIGNAGE:

24. Design and develop a coordinated sign plan, which includes a color palette, for all proposed residential, wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z and T&ES.*
- a. Provide signage at the entrances to the parking garage for retail parking that is consistent with the City’s Wayfinding standards for identifying parking garages. (P&Z) (T&ES)

25. Commercial signage shall be subject to compliance with all applicable codes and ordinances, in addition to the following subject to the satisfaction of the Director of P&Z:
 - a. Commercial 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. (P&Z)
26. All building mounted signage shall be designed of high quality materials, shall not damage the building, and shall comply with all applicable codes and ordinances. (P&Z)
27. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
28. Freestanding monument signs shall be prohibited. (P&Z)
29. Install a temporary informational sign as required 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:

30. Set Aside Units:
 - a. The applicant has agreed to provide 11 affordable set-aside rental units, to include nine (9) one-bedroom and two (2) two-bedroom units, or with a mix of units to the satisfaction of the Director of Housing.
 - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually.
 - c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and

will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit, or may be allowed to remain in the same unit, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.

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

H. PARKING:

- 31. Provide at least 48 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. *** (T&ES)

32. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition.
33. Parking for the residential and commercial uses shall be consistent with the requirements of the Zoning Ordinance. (P&Z)(T&ES)
34. 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)
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 the location of any carshare vehicle or electric vehicle spaces.
 - h. A description of and plan showing access control equipment and locations.
 - i. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, bicycles, etc.).
 - j. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - k. How rates will be determined and details of validation program if proposed.

- l. 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.

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. (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. The details of the Plan are included as TMP SUP #2018-0042. 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 (in March 2014 dollars) shall be \$64.896 per residential unit, \$0.162 per square foot of retail space, \$0.216 per square foot of commercial space, \$32.448 per hotel room and \$0.081 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 and all applicable easements and/or dedications prior to 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. 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)
49. 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)
50. 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.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or 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.
 - 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 light-colored concrete (painted or dyed) 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. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)(Code)
51. References to traffic equipment enhancements, crosswalks, and curb ramps proposed by adjacent developments shall be shown on the Final Site Plan and coordinated with the improvements associated with the development at 1200 N. Henry Street. (T&ES)

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)

K. ENCROACHMENT:

54. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)
55. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)
56. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES)

L. CONSTRUCTION MANAGEMENT:

57. 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)
58. 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. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - b. Include an overall proposed schedule for construction;
 - c. Include a plan for temporary pedestrian circulation;
 - d. Include the location and size of proposed construction trailers, if any;

- e. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - f. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18, or to the satisfaction of the Director of T&ES throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES
 - g. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
59. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. In this plan:
- 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. Include the location and size of proposed construction trailers, if any;
 - e. 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;
 - f. 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;
 - g. 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.
 - h. 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)
60. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be

submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
61. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18, or to the satisfaction of the Director of T&ES throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
 62. No major construction staging shall be allowed within the public right-of-way on North Fayette Street/ North Henry 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)
 63. 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)
 64. 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)
 65. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)
 66. 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)

67. 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 T&ES. (P&Z)(T&ES)
68. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
69. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z) (Code)
70. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
71. 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)

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)

M. WASTEWATER / SANITARY SEWERS:

73. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
74. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)
75. 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)
76. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release.* (T&ES)

N. SOLID WASTE:

77. In order for the City to provide solid waste collection service, the development must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. Payment shall be made to the City or proof of payment for approved containers provided, prior to issuance of the Certificate of Occupancy for each unit. (T&ES)
78. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
79. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of three (3) 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)

80. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of three (3) 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)

O. STREETS / TRAFFIC:

81. A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)
82. 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)
83. 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)
84. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
85. 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)
86. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10 percent and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
87. 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)

88. The shared N. Fayette Street extension that provides access to the subject property at 1200 N. Henry Street and the abutting property owners shall be jointly managed and maintained to the satisfaction of the Director of T&ES. A maintenance agreement shall be approved and recorded prior to issuance of the first Certificate of Occupancy.*(T&ES)
89. Coordinate with staff and the adjacent property owner to finalize the street names for the public and private portions of N. Fayette Street. (P&Z)
90. Coordinate with the adjacent property owner of Braddock Gateway Phase III to manage timing of the plan approvals and construction for both projects.
 - a. Prior to the release of the Final Site Plan for 1200 N. Henry Street, the applicant shall:
 - i. Reference the latest alignment of the N. Fayette Street extension as prepared by the adjacent property owner.
 - a. If the alignment of the N. Fayette Street extension is revised following the release of the Final Site Plan for 1200 N. Henry Street, the applicant shall coordinate with the adjacent property owner to address any implications the final alignment has on the applicant's property, as applicable.
 - ii. If construction for 1200 N. Henry Street is expected to begin prior to completion of the N. Fayette Street extension, provide an interim condition plan for the N. Fayette Street extension.
 - a. The interim design shall provide for the expeditious conversion to the ultimate condition of the N. Fayette Street extension.
 - b. The applicant shall provide documentation of the adjacent property owner's consent to construct and utilize an interim condition within the limits of the N. Fayette Street extension for parking, loading, and potentially construction access until such time that the ultimate condition of the street is completed.
 - iii. If construction of the N. Fayette Street extension is anticipated to be completed prior to commencement of construction for 1200 N. Henry Street, the applicant shall provide a written agreement between property owners to the Director of T&ES permitting use of the N. Fayette Street extension as a construction entrance, if applicable.*(P&Z)(T&ES)

P. UTILITIES:

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

92. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
93. No transformer and switch gears shall be located in the public right of way. (T&ES)

Q. SOILS:

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

R. WATERSHED, WETLANDS, & RPAs:

95. 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)

S. STORMWATER MANAGEMENT:

96. 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)
97. 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)
98. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs.

This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)

99. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs), and latitude and longitude in decimal degrees. (NAD83) (T&ES)
100. The applicant shall install BMP tree wells designed to meet the requirements of the City's Green Sidewalks BMP Design Guidelines on N Henry Street and N Fayette St unless found to be technically infeasible. (T&ES)
101. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. *****(T&ES)
102. Submit two (2) originals of the stormwater quality BMP 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)
103. With the exception of the BMP tree wells that will be transferred to the City for maintenance, the Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the 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 master association or private owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the master association or private owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. *****(T&ES)

Otherwise the following condition applies:

104. The Developer shall furnish the master association and/or owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation

of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

105. The Applicant shall be responsible for the maintaining the BMP tree wells until acceptance by the City for maintenance. The City shall accept the structural elements of the BMP tree wells constructed and installed in the right of way for maintenance upon passing inspection and termination of the maintenance bond for public improvements. The City shall accept the plantings installed in BMP tree wells located in the right of way upon passing inspection and termination of the maintenance bond for landscaping (T&ES)
106. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. ****(T&ES)
107. 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)
108. Prior to the release of the performance bond, the Applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance with the approved plan. (SWM)

T. CONTAMINATED LAND:

109. 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)
110. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading plan] shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity

- of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
- b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. [Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
111. 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)
112. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. [The installed vapor barrier and ventilation system must include a passive

ventilation system that can be converted to an active ventilation system if warranted.(T&ES)

U. NOISE:

113. 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)
114. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release.* (T&ES)
115. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
116. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (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)

V. 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. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

121. No material may be disposed of by venting into the atmosphere. (T&ES)
122. 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)

W. CONTRIBUTIONS:

123. Contribute \$20,000 towards the Capital Bikeshare fund before release of the final site plan. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)
124. Pursuant to the Braddock Metro Neighborhood Plan, a contribution is required to both the Braddock Open Space Fund and the Braddock Community Amenities Fund. Current contribution amounts based on the formulas approved by City Council in 2009 are as follows:
 - a. \$0.65 per as-built gross square foot towards the Braddock Community Amenities Fund; and,
 - b. \$4.25 per as-built gross square foot towards the Braddock Open Space Fund.

Contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area. Contribution rates will be recalculated January 1st of each year. The final contribution amount shall be calculated and verified by the Department of Planning and Zoning at the time of Certificate of Occupancy. All checks shall be made payable to the City of Alexandria with the applicable fund reference code and submitted to the Department of Planning and Zoning with a cover letter citing the project name, contribution amount, and the condition being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy. *** (P&Z)

X. ARCHAEOLOGY:

125. Impacts originally caused by the construction of the current facilities and the rail lines probably have compromised if not destroyed most potential archaeological resources. Therefore, we will require the applicant to adhere to the following:
 - a. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities.
 - b. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the

site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Y. DISCLOSURE REQUIREMENTS:

126. In the event this project converts to for-sale units, 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. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project.
 - i. 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.
 - ii. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - iii. No more than two parking spaces shall be offered 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. (City Council)
 - iv. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - v. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - vi. The stormwater management facility BMP(s) installed for the development must be inspected regularly and maintained to ensure the long-term functioning of the BMP(s) per design.
 - vii. 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.
 - viii. 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)
 - b. 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 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)

- c. Notify prospective buyers, in their homeowner documents, that the N. Fayette Street extension is a private street and that storm sewers located within the site are privately owned and maintained. (T&ES)
- d. Notify prospective buyers, in their homeowner documents, that the N. Fayette Street extension is a street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)
- e. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z, Director of T&ES, and the City Attorney:
 - i. That Route 1 is an existing/planned location for Transit Corridor A, which will traverses in a north-south direction in the general vicinity of Route 1 and connect to future transit corridors in Fairfax and Arlington Counties.
 - ii. That Metrorail tracks are located within the immediate vicinity of the project, are permitted to continue indefinitely.
 - iii. The Homeowners' and/or Condominium Owners' Association shall develop a noise control disclosure to be included with all disclosure agreements aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this information to all involved at the time of sale or lease agreement.*** (P&Z)(T&ES)(City Attorney)

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.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade

- elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. 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) [Include this condition on all plans.]
- F - 7. 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) [Include this condition on all plans.]
- F - 8. 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 - 9. 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 - 10. 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 - 11. 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 - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (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 shall replicate the existing vehicular and pedestrian routes as nearly as practical.

Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18 or to the satisfaction of the Director of T&ES. These sheets are to be provided as “Information Only.” (T&ES)

F – 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets:

- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
- b. Sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application. Pedestrian access must be maintained for the duration of the project. Per Memo to Industry #04-18, pedestrians shall not be diverted across the street without the approval from the Director of Transportation and Environmental Services or his designee.
- 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. * (T&ES)

F – 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

C - 1 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)

C - 2 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 3 Per the requirements of 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 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)

- C - 5 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 - 6 (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 - 7 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 - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 9 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 - 10 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 - 11 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 - 12 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys and with the City's Complete Streets Guidelines. (T&ES)
- C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 14 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 - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)
- C - 16 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 - 17 The thickness of sub-base, base, and wearing course shall be designed using VDOT test 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 - 18 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 - 19 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 - 20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards and the City's Complete Streets Design Guidelines. (T&ES)
- C - 21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 22 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 - 23 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 - 24 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 - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 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 - 27 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. No conditions received.

AlexRenew Comments:

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

Fire Department

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

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

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

Police

Parking Garage Recommendations

- F – 1. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. (Police)

F - 2. 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)

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 Based on city real estate records, the current structures on this property were built in 1945. This property is outside of the 18th century plan of Alexandria. A review of relevant maps shows little evidence for the parcel being developed before the early 20th century, though it does lie in close proximity to several 20th century structures and transportation networks. The 1845 Ewing map shows this lot as being between Old Town to the south and newer plots to the north along the Washington and Alexandria Turnpike (now Rt. 1). The 1870 Forsyth map clearly shows the Washington and Alexandria Rail Road running to the east of the property. By the late 19th century, there were a number of houses and lots to the north and northeast of the parcel (J. Peverill, J. March, E. Roberts, R. Roberts). The 1878 Hopkins Atlas shows this parcel located between two rail lines, one running up Henry Street and the other up Fayette Street to the west. The 1894 Hopkins map shows the parcel as belonging to either R. Taylor or S. Darling and located between two railroad lines, just south of where they converge. The 1900 Strum map shows no structures on the property. By 1921, the Mutual Ice Company Car Icing Plant is located immediately west of the subject property.
- F – 2 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

RESOLUTION NO. **MPA 2018-0002**

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

WHEREAS, the proposed amendment would amend the Braddock Road Metro Station Small Area Plan chapter of the 1992 Master Plan through an amendment to the Braddock Metro Neighborhood Plan Overlay; and

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **September 4, 2018** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

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

Master Plan Amendment #2018-0002
Resolution
Braddock Road Metro Station Small Area Plan

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

1. The attached amendments to the Braddock Road Metro Station Small Area Plan through an amendment to the Braddock Metro Neighborhood Plan Overlay dated **September 4, 2018** are hereby adopted amending the Braddock Road Metro Station Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria in accordance with Section 9.05 of the Charter of the City of Alexandria.
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the **4th day of September, 2018.**



Mary Lyman, Chairwoman
Alexandria Planning Commission

ATTEST:


Karl Moritz, Secretary

Master Plan Amendment #2018-0002
Resolution
Braddock Road Metro Station Small Area Plan

Attachment #1 – September 4, 2018

BMNP Development Table (pg. 97)*

Items shown with a ~~strikethrough~~ will be revised to the underlined item.

LAND USE

| SITE | CHARACTER AREA | PARCEL AREA | | EXISTING DEVELOPMENT | CURRENT ZONING | RECOMMENDED ZONING | REQUIRED LAND USE | PREFERRED LAND USE (1) |
|------------------------------------|--|--------------------|-----------------|----------------------|--------------------------------|----------------------|-------------------|----------------------------------|
| | | SF | ACRES | SF | | | | |
| 8 Route 1 Triangle Site | Gateway Area | 126,000 | 2.89 | 110,000 | OCM-50 & CRMU/H | no change | GFR | Residential/Office |
| <u>8A</u> Route 1 Triangle Site | <u>Gateway Area 1200 & 1230 N. Henry</u> | <u>34,921</u> | <u>0.80</u> | <u>16,884</u> | <u>OCM-50</u> | <u>CRMU/H</u> | <u>GFR</u> | <u>Residential/Office/Retail</u> |
| <u>8B</u> Route 1 Triangle Site | <u>Gateway Area 1022 & 1024 N. Henry</u> | <u>35,034</u> | <u>0.80</u> | <u>99,000</u> | <u>OCM-50</u> | <u>no change</u> | <u>GFR</u> | <u>Residential/Office</u> |
| <u>8C</u> Route 1 Triangle Site | <u>Gateway Area 1018 & 1020 N. Henry</u> | <u>20,277</u> | <u>0.47</u> | <u>7,800</u> | <u>CRMU/H</u> | <u>no change</u> | <u>GFR</u> | <u>Residential/Office</u> |
| <u>8D</u> Route 1 Triangle Site | <u>Gateway Area 1000 & 1002 N. Henry</u> | <u>34,465</u> | <u>0.79</u> | <u>3,750</u> | <u>CRMU/H</u> | <u>no change</u> | <u>GFR</u> | <u>Residential/Office</u> |

**Table is cropped to illustrate revisions to information associated with Site #8 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.*

BMNP Land Use Table (pg. 98)*

Items shown with a ~~strikethrough~~ will be revised to the underlined item.

| DEVELOPMENT TABLE | | EXISTING PARCEL | | | | | | PROPOSED DEVELOPMENT | | | |
|------------------------------------|--|--------------------|-----------------|----------------------|--------------------------------|------------------------------|------------------------------|-----------------------------------|--------------------|-----------------|----------------------|
| SITE | CHARACTER AREA | PARCEL AREA | | EXISTING DEVELOPMENT | CURRENT ZONING | CURRENT ALLOWABLE F.A.R. (1) | CURRENT ALLOWABLE HEIGHT (1) | CURRENT ALLOWABLE DEVELOPMENT (1) | TOTAL DEVELOPMENT | PROPOSED F.A.R. | PROPOSED MAX. HEIGHT |
| | | SF | ACRES | SF | | | FEET | SF | SF | | FEET |
| 8 Route 1 Triangle Site | Gateway Area | 126,000 | 2.89 | 110,000 | OCM-50 & CRMU/H | 1.5 to 2.5 | 77 to 90 | 242,000 | 242,000 | 2.0 | 50 to 70 |
| <u>8A</u> Route 1 Triangle Site | <u>Gateway Area 1200 & 1230 N. Henry</u> | <u>34,921</u> | <u>0.80</u> | <u>16,884</u> | <u>OCM-50</u> | <u>1.5</u> | <u>77 to 90</u> | <u>52,381</u> | <u>87,303</u> | <u>2.5</u> | <u>50 to 70</u> |
| <u>8B</u> Route 1 Triangle Site | <u>Gateway Area 1022 & 1024 N. Henry</u> | <u>35,034</u> | <u>0.80</u> | <u>99,000</u> | <u>OCM-50</u> | <u>1.5</u> | <u>77 to 90</u> | <u>52,551</u> | <u>52,551</u> | <u>1.5</u> | <u>50 to 70</u> |
| <u>8C</u> Route 1 Triangle Site | <u>Gateway Area 1018 & 1020 N. Henry</u> | <u>20,277</u> | <u>0.47</u> | <u>7,800</u> | <u>CRMU/H</u> | <u>2.5</u> | <u>77 to 90</u> | <u>20,693</u> | <u>50,693</u> | <u>2.5</u> | <u>50 to 70</u> |
| <u>8D</u> Route 1 Triangle Site | <u>Gateway Area 1000 & 1002 N. Henry</u> | <u>34,465</u> | <u>0.79</u> | <u>3,750</u> | <u>CRMU/H</u> | <u>2.5</u> | <u>77 to 90</u> | <u>86,163</u> | <u>86,163</u> | <u>2.5</u> | <u>50 to 70</u> |

**Table is cropped to illustrate revisions to information associated with Site #8 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.*



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2017-0020 **Project Name:** 1200 N Henry

PROPERTY LOCATION: 1200 N Henry Street, Alexandria, VA 22314

TAX MAP REFERENCE: TM ID #044.03-05-01 **ZONE:** OCM(50)

APPLICANT:

Name: 1200 N Henry, LLC

Address: P.O. Box 1924, Alexandria, VA 22313

PROPERTY OWNER:

Name: 1200 N Henry, LLC

Address: 1605 King Street, Suite 3, Alexandria, VA 22314

SUMMARY OF PROPOSAL The Applicant requests a Master Plan Amendment, a Rezoning, and DSUP to construct a mixed-use building with 115 dwelling units, 17,000 sf of retail and 10,000 sf of day care.

MODIFICATIONS REQUESTED Modification of open space requirement pursuant to Section 11-416, a modification of height to setback ratio (Section 6-403), and an encroachment.

SUP's REQUESTED Additional density and height for the provision of affordable housing pursuant to Section 7-700 and a Transportation Management Plan SUP.

THE UNDERSIGNED hereby applies for Development Site Plan with Special Use Permit approval in accordance 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.

M. Catharine Puskar, attorney/agent

Print Name of Applicant or Agent

2200 Clarendon Boulevard, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

MCPuskar

Signature

703-528-4700 703-525-3197

Telephone # Fax #

cpuskar@thelandlawyers.com

Email address

5/8/18

Date REVISED 6/21/18 REVISED 7/5/18

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

Please see attached.

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.

x N/A

1200 N Henry, LLC

May 8, 2018

1200 N HENRY, LLC
1605 King Street, Suite 3
Alexandria, VA 22314

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent/Authorization to File Application for a Development Special Use Permit
1200 N Henry Street (TM ID #044.03-05-01, the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, 1200 N Henry Street, LLC hereby consents to the filing of an application for a Development Special Use Permit and any related requests on the Property.

1200 N Henry Street, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Development Special Use Permit on the Property and any related requests.

Very Truly Yours,

1200 N Henry Street, LLC

By: 
Joseph Kim

Its: MEMBER

Date: 5/8/18

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|-----------------|---------|----------------------|
| 1. See attached | | |
| 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 _____ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

| Name | Address | Percent of Ownership |
|------------------|---------|----------------------|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

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

| Name of person or entity | Relationship as defined by Section 11-350 of the Zoning Ordinance | Member of the Approving Body (i.e. City Council, Planning Commission, etc.) |
|--------------------------|---|---|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

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

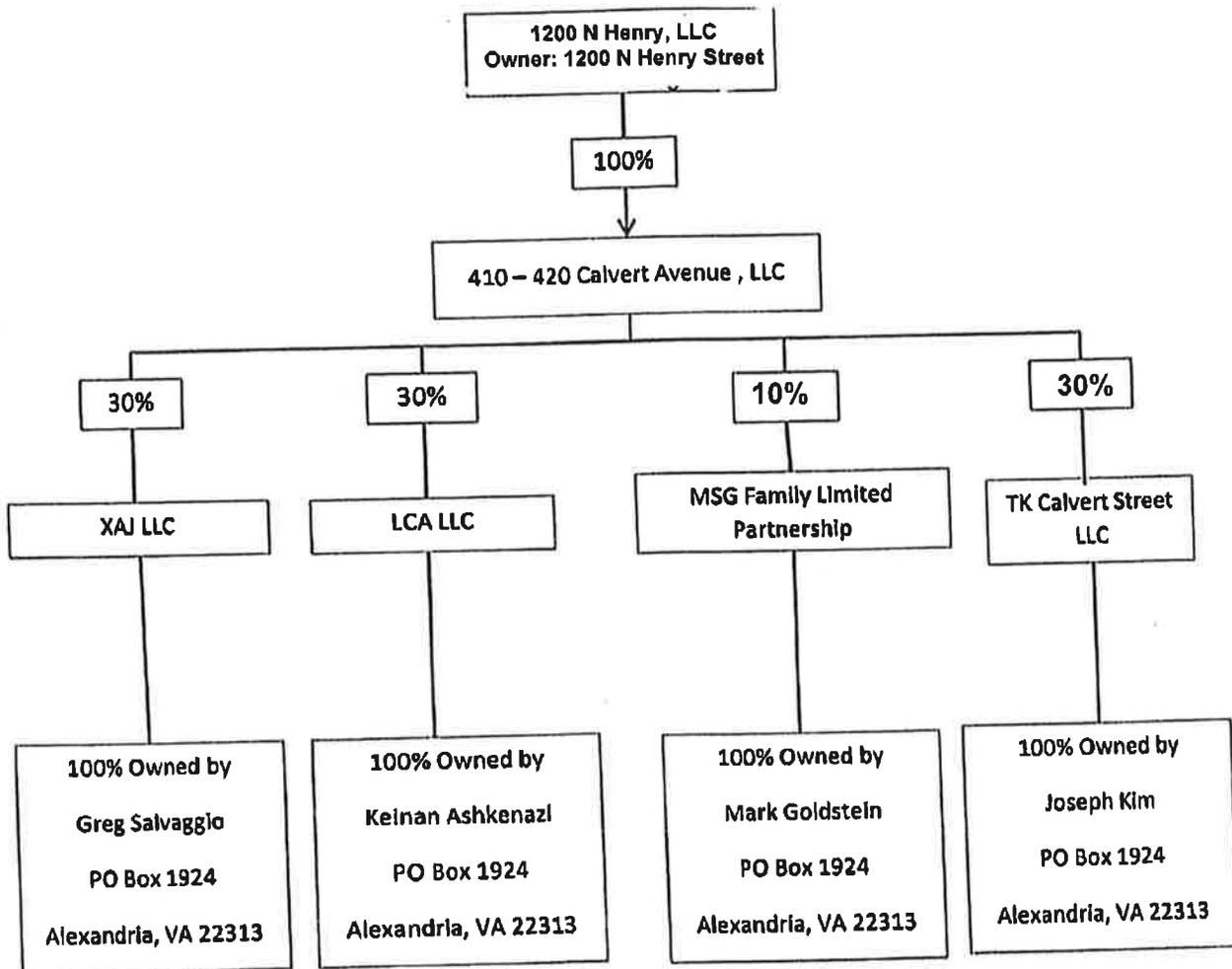
5/9/18
Date

McCatherine Puskar
Printed Name

McCatherine Puskar
Signature

1200 N HENRY, LLC -- OWNERSHIP INFORMATION

May 9, 2018



***None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.**

CP VI Braddock Station LLC

c/o Carmel Partners
1000 Sansome Street, 1st Floor
San Francisco, CA 94111

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Applications for a Development Special Use Permit and
Associated Requests

Applicant: 1200 N Henry LLC
1200 N Fayette Street, Tax Map ID: 044.03-06-03.L1 (the "Property")

Dear Mr. Moritz:

CP VI Braddock Station LLC (the "Owner"), the Owner of the above-referenced Property, hereby consents to the filing of development special use permit ("DSUP") #2017-0020 by 1200 N Henry LLC (the "Applicant"), as it relates to a portion of the Property, for the purpose of allowing an encroachment onto a portion of the Property for a canopy and the construction of the eastern curb of N Fayette Street (extended) as well as the associated streetscape improvements required by the City of Alexandria.

Very truly yours,

CP VI BRADDOCK STATION LLC

By: 

Its: Attorney/Authorized Agent

Date: 7/3/18

June 20, 2018

Re: Braddock Gateway Phase III, DSUP and Related Applications
Applicant: CP VI Braddock Station LLC
Property: 1200 N. Fayette Street
Tax Map Ref. No. 044.03-06-03.L1

STATEMENT OF CONSENT TO FILING

To Whom It May Concern:

The undersigned is the owner ("Owner") of the Property and the applicant for a Development Special Use Permit and other applications related thereto. By this letter, Owner hereby authorizes the law firm of Bean, Kinney & Korman, P.C., including, but not limited to, Mark M. Viani, Esq. and Matthew G. Roberts, Esq., to file and pursue approval of a Development Special Use Permit for the Property, including filing, signing, and delivering such application and any and all other documents necessary for or related thereto, including, but not limited to, any application for a related special use permit, or any application requesting to vacate or encroach upon any interest in real property owned by the City of Alexandria. The authority granted by this letter may be revoked only by a written statement delivered to the City of Alexandria.

Please direct all correspondence relative to this request to:

Matthew G. Roberts, Esq.
Bean, Kinney & Korman, P.C.
2300 Wilson Boulevard, 7th Floor
Arlington, Virginia 22201

Very truly yours,

CP VI Braddock Station LLC, a Delaware limited liability company

By: 
Name: Matthew Feldman
Title: Authorized Signatory

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|---|---------|----------------------|
| 1. No person or entity owns | | |
| 2. more than 3% of the Owner/Applicant. | | |
| 3. | | |

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

| Name | Address | Percent of Ownership |
|-------------------------------|---------|----------------------|
| 1. CP VI Braddock Station LLC | | |
| 2. | | |
| 3. | | |

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

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

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

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

6/20/18 Matthew G. Roberts / Agent M. G. Roberts / Agent
 Date Printed Name Signature

1200 N Henry Street (the “Property”)
Statement of Justification

REVISED
July 5, 2018

Proposal Overview

The Property is located at 1200 N Henry Street and within the study area for the Braddock Metro Neighborhood Plan (“BMNP” or the “Plan”; approved in 2008). 1200 N Henry, LCC (the “Applicant”) is proposing to develop the property with 115 multifamily apartment units, 11 of which would be dedicated affordable, 17,000 sf of retail, and 10,000 sf of day care in a seven-story mixed-use development. The Applicant proposes two levels of underground parking and one internal loading space. The proposed building will include open space in the form of a publically accessible ground level triangular plaza/park at the northern corner and above grade amenity space to serve the residents of the building.

The proposed building has a variety of heights with a maximum of 85 feet at the highest point at the northern “gateway” element. In conformance with the BMNP’s design guidelines and with the City’s Complete Streets Design Guidelines, the proposed streetscape is pedestrian friendly and embraces Fayette Street extended’s designation as a “walking street”. Additionally, the Applicant is narrowing the Fayette Street connection to Route 1 in order to reduce speeds and create a more pedestrian friendly environment.

Overall, the Applicant is improving the site, which is currently occupied by one-story industrial flex/retail spaces by achieving desirable density near a Metro station, providing retail, day care, and affordable housing to serve the local community, and boosting the profile of the Braddock area with a well-designed and architecturally interesting building.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from OCM(50) to CRMU-H to allow for a mixed-use development at a 2.5 FAR and to amend the tables on pages 97 (Development) and 98 (Land Use) of the BMNP (see attached). While the OCM(50) zoning permits residential mixed-use development, the proposed Master Plan Amendment and rezoning are consistent with Council’s stated priorities of increasing height and density within proximity of Metro. The property is adequately served by essential public facilities including streets, parking, drainage, trash removal, water and sewers and schools. In addition, the proposed development is consistent with the goals and guidelines set forth in the BMNP and consistent with the zoning, height and density of other development parcels in the BMNP while transitioning in height to the townhouses across Route 1 in the Northeast community.

Bonus Density and Height for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance and consistent with City Council’s stated goals, the Applicant is requesting bonus density and height for the provision of affordable

housing. The Applicant is requesting 30% bonus density, or a 3.25 FAR, and bonus height of 15 feet. In accordance with the bonus density provisions, the Applicant is providing 11 on-site affordable units at 60% of AMI for 40 years.

The building has been designed to transition in height away from the neighborhood. Starting with a 20' retail podium, the building then steps up to 50', then to 71'8" and finally to 85' at the farthest point from the neighbors in the Northeast community.

Braddock Metro Neighborhood Plan (BMNP)

- *Transit-Oriented Development and the Braddock Metro Station*

The Plan envisions this area as a dynamic, multimodal, urban environment, and this project helps achieve this goal with the principles of transit-oriented development. The Applicant is requesting a Master Plan Amendment and a Rezoning to CRMU-H in order to achieve a density that is appropriate within the half-mile Metro walkshed. The proposed height and density is consistent with other nearby development parcels in the BMNP.

- *The Gateway to the Braddock Metro Neighborhood*

The Applicant has responded to Staff's request to study the building's three corners as distinct "Gateway" features. The Applicant has paid attention in designing the building to present all corners and the associated entrances specially. The signature gateway element is at the northern corner of the building.

As identified on page 51 of the BMNP, the gateway element at the northern entrance to the plan study area is reflected in this project. A seven-story "tower" element with material and architectural differentiation provides a striking entranceway to the Braddock metro area. Additionally, the base of the tower element contains diagonal nonstructural columns that look like the letters "AV", to represent Alexandria, Virginia.

The retail entrance at the southeast corner is stepped down to four stories (or 50 feet) to address the residential neighborhood across Route 1. This stepping, paired with the round corner element, create architectural interest and playfulness. Along Route 1, the proposed development engages the streetscape with an active use and the concrete construction allows for high retail ceiling heights. These high ceilings, paired with the visibility from Route 1 and the central metro-focused location, will contribute to a successful retail location. An encroachment is requested to facilitate the retail canopy.

The residential entrance at the southwest corner directly engages the proposed park (Braddock Gateway Phase II and III). Residents of the proposed development will walk out of their front door into this neighborhood open space amenity. The residential lobby, while still its own unique element, is a more subdued tower element. An encroachment is also requested to facilitate the canopy at the residential corner.

- *Streetscape*

In addition to the design guidelines in the BMNP, this proposal conforms to the Complete Streets Design Guidelines and Staff's guidance with regard to streetscape. The Applicant is providing 18-foot-wide sidewalks along Route 1 (N Henry Street), 18-foot-wide sidewalks along Fayette Street, and eight-foot-wide sidewalks along Fayette Street extended. Along Route 1 and Fayette Street, 11 Best Management Practice ("BMP") tree wells are provided, and 12 tree planters are provided along Fayette Street extended. In addition, as a "road diet," Fayette Street has been narrowed to 38 feet in order to slow down traffic speeding around the corner. A bus bulb out and three street parking spaces are proposed on Fayette Street, which will allow for safe bus access for transit users, including residents and customers of the proposed mixed-use building. The curb at the residential entrance (at the corner of Fayette Street and Fayette Street extended) has been rounded in order to provide a smooth corner and facilitate pedestrian activity to and from the proposed park across the street.

In coordination with City Staff, the proposed streetscape was designed to create and embrace the pedestrian experience and create an attractive street level gateway for the Braddock area. In an urban environment, active street level amenities, like the retail component, day care, and triangular park combine to encourage residents to walk and bike, explore outside, and live more healthy lives overall.

Finally, in conformance with the Complete Streets Design Guidelines, five public bike racks (10 spaces) and private bike storage in the garage have been provided to accommodate and encourage multimodal transportation to and from the site.

Transportation Management Plan

Please see the Traffic Impact Analysis for the proposed Transportation Management Plan, provided under separate cover.

Community Benefits

- *Public Art*: In lieu of a public art contribution, the Applicant is proposing public art on the west side of the building facing Fayette Street extended. This art will screen the retail back of house, connect pedestrians with the adjacent park, and enliven the pedestrian walking street. Public art will also be achieved through the architectural "AV" feature mentioned above.
- *On-site Open Space*: The Applicant is proposing terrace amenity space for residents as well balconies, and a publically accessible ground level triangular park at the northern end of the site.
- *LEED Certification*: The proposed building will be LEED Certified (or equivalent), in compliance with the City of Alexandria's Green Building Policy.
- *Affordable Housing*: The Applicant is providing 11 affordable units (nine 1-bedrooms and two 2-bedrooms) at 60% of the Area Median Income (AMI) for 40 years.
- *Undergrounding*: All utilities serving the site and along the frontage of the Property will be undergrounded.

- *Day Care:* The Applicant is providing an approximately 10,000 sf day care facility pursuant to section 1-400(B)(3)(f) of the Zoning Ordinance. The day care facility will benefit the surrounding community by providing much-needed day care space for Alexandria's families.
- *Braddock Implementation Fund Contribution and Braddock Open Space Fund Contribution:* In addition to the elements of the building itself that provide community benefits, the Applicant has also agreed to contribute to the Braddock Implementation Fund and Braddock Open Space Fund.

In summary, the proposed development benefits the surrounding community by replacing an unattractive industrial flex center on Route 1 with a high quality mixed-use building that provides an attractive gateway to the Braddock neighborhood, adding density near Metro, increasing the tax base, providing improved open space, neighborhood-serving retail, day care, affordable housing, significantly improving the streetscape, and providing contributions to the Braddock Implementation Fund and the Braddock Open Space fund to be used for public improvements in the surrounding area.

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

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

The number of patrons will be typical of these uses. The number of day care pupils will be determined when the Applicant identifies a day care provider.

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

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

To be determined by retail and day care tenants.

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

| Day | Hours | Day | Hours |
|---------------|-------|-------|-------|
| Retail: TBD | _____ | _____ | _____ |
| Day Care: TBD | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Noise levels will be in compliance with City Code.

B. How will the noise from patrons be controlled?
No significant noise is anticipated. Noise from patrons will be in compliance with City Code.

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

No odors are anticipated. Trash and loading are internal to the building.

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 for the proposed uses.

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

Typical for the proposed uses.

C. How often will trash be collected?

Trash will be collected as often as necessary.

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

Staff will monitor the property for litter.

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

Yes. No.

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

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

Yes. No.

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

Typical cleaning products associated with a mixed-use building will be used and will be disposed of appropriately.

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

Property management will monitor activities on the property.

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.

ABC licenses will be procured for any use that involves selling alcohol.

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?

95 parking spaces are required for the residential component, and a minimum of 7 spaces are required for the retail/day care.

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

73 Standard spaces
58 Compact spaces
6 Handicapped accessible spaces
 Other

A total of 137 parking spaces are provided for this project.

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

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

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

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

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

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

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

- C. Where are off-street loading facilities located?
One internal loading space is provided with access from North Fayette Street (extended).

- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading will occur between 7AM and 11PM.

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

As often as necessary.

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

Street access is adequate. The subject property is access from Fayette Street extended and the Applicant has been in discussion with the adjacent property owners.



APPLICATION

MASTER PLAN AMENDMENT and/or ZONING MAP AMENDMENT (REZONING)

\$6,312.00 **Filing Fee**

June 21, 2018 **Filing Deadline**

September 6, 2018 **Planning Commission Hearing**

September 15, 2018 **City Council Hearing**

REQUIREMENTS FOR MAILING NOTICES

Applicants must send written notice of public hearings by certified or registered mail to all abutting property owners at least 10 days prior to the Planning Commission hearing and not more than 30 days prior to the City Council hearing. See detailed instructions on "Notice Requirements".

Mail certified or registered notice of hearings between 8/16/2018 and 8/21/2018.
Return notice materials to Department of Planning and Zoning by 9/1/2019.

APPLICATION CHECKLIST

Check off below items submitted to Department of Planning and Zoning:

- Completed, signed application (in black ink)
- Filing fee
- Legal description of subject property
- Vicinity map (8 1/2" by 11")
- Metes and bounds map (8 1/2" by 11")
- Buildings and structures map
- Draft notice language

INSTRUCTIONS

MASTER PLAN AMENDMENT AND/OR ZONING APPLICATION

1. Submit a completed application prior to the filing deadline for the desired Planning Commission public hearing meeting. Call the Planning and Zoning staff (703/838-4666) to obtain the specific filing information for Master Plan and/or Rezoning amendments.
2. Submit the required filing fee to the Finance Department, made payable to the City of Alexandria, using the completed receipt form provided by the Planning and Zoning staff. The filing fee is based on the acreage of land for which an amendment is being requested. Please refer to the current fee schedule.
3. Submit a Legal Description of the property proposed for an amendment in this application.
4. Submit a Vicinity Map (8 ½" by 11") showing existing land use, master plan designations and zoning within 300 feet of the subject property.
5. Submit a Metes and Bounds Map (8 ½" by 11") showing the actual dimensions of the subject property, according to the recorded plat of such property, including contour lines, all significant vegetation and other significant natural environmental features on the property.
6. Submit a Buildings and Structures Map showing the use, height, location and ground area of all present and, if known, proposed buildings and structures for the subject property.
7. Provide written notice to nearby property owners pursuant to Section 11-301A of the Zoning Ordinance (see detailed instructions on "Notice Requirements").
8. The Planning and Zoning staff will prepare a report and recommendation to the Planning Commission. The report is typically available 11 days prior to the hearing in the Department of Planning and Zoning.
9. Attend both the Planning Commission and City Council public hearing meetings to present the application and respond to questions.

NOTE: The Director of Planning and Zoning may require additional information as determined necessary for adequate review.

**FOR ASSISTANCE WITH ANY OF THESE PROCEDURES,
CALL THE DEPARTMENT OF PLANNING & ZONING AT (703) 838-4666**



APPLICATION

Master Plan Amendment MPA# _____

Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 1200 N Henry Street, Alexandria, VA 22314; TM ID #044.03-05-01

APPLICANT

Name: 1200 N Henry, LLC

Address: 1605 King Street, Suite 3, Alexandria, VA, 22314

PROPERTY OWNER:

Name: 1200 N Henry, LLC

Address: 1605 King Street, Suite 3, Alexandria, VA, 22314

Interest in property:

- Owner Contract Purchaser
- Developer Lessee Other _____

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

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

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

| | |
|---|--|
| <p>M. Catharine Puskar, Attorney/Agent</p> <hr/> <p>Print Name of Applicant or Agent</p> <p>2200 Clarendon Blvd, Suite 1300</p> <hr/> <p>Mailing/Street Address</p> <p>Arlington, VA, 22201</p> <hr/> <p>City and State Zip Code</p> | <p style="text-align: center;"><i>mcPuskar</i></p> <hr/> <p>Signature</p> <p>703-548-4700 703-525-3197</p> <hr/> <p>Telephone # Fax #</p> <p style="text-align: center;">5/9/18</p> <hr/> <p>Date REVISED 6/21/18 REVISED 7/5/18</p> |
|---|--|

| DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY | |
|---|------------------------------|
| Application Received: _____ | Fee Paid: \$ _____ |
| Legal advertisement: _____ | _____ |
| ACTION - PLANNING COMMISSION _____ | ACTION - CITY COUNCIL: _____ |

1200 N Henry, LLC

May 8, 2018

1200 N HENRY, LLC
1605 King Street, Suite 3
Alexandria, VA 22314

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent/Authorization to File Application for a Development Special Use Permit
1200 N Henry Street (TM ID #044.03-05-01, the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, 1200 N Henry Street, LLC hereby consents to the filing of an application for a Development Special Use Permit and any related requests on the Property.

1200 N Henry Street, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Development Special Use Permit on the Property and any related requests.

Very Truly Yours,

1200 N Henry Street, LLC

By: 
Joseph Kim

Its: MEMBER

Date: 5/8/18

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|-----------------|---------|----------------------|
| 1. See attached | | |
| 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 _____ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

| Name | Address | Percent of Ownership |
|------------------|---------|----------------------|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

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

| Name of person or entity | Relationship as defined by Section 11-350 of the Zoning Ordinance | Member of the Approving Body (i.e. City Council, Planning Commission, etc.) |
|--------------------------|---|---|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

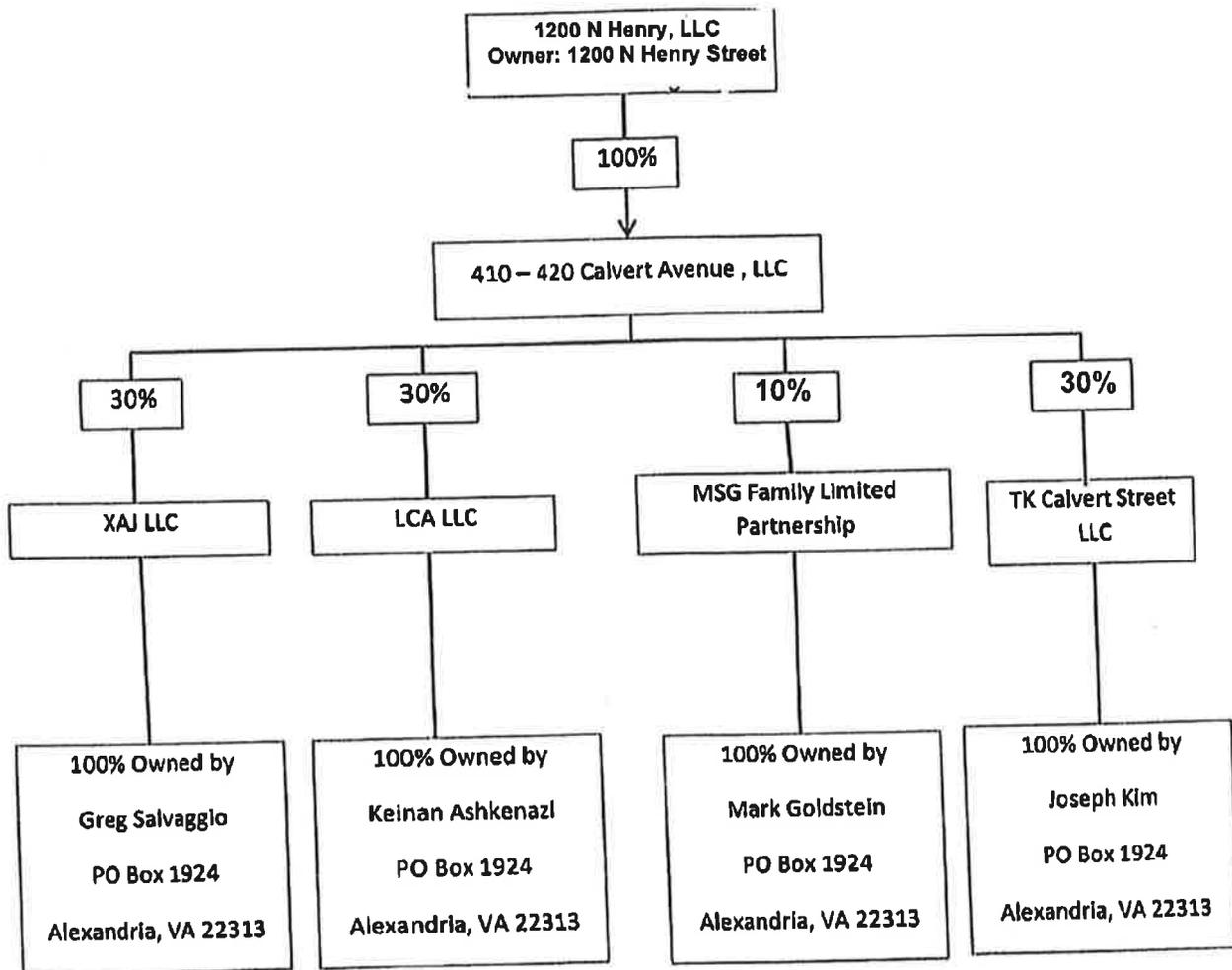
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/9/18
Date

mcatherine Pasker
Printed Name


Signature

1200 N HENRY, LLC -- OWNERSHIP INFORMATION
May 9, 2018



***None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.**

CP VI Braddock Station LLC

c/o Carmel Partners
1000 Sansome Street, 1st Floor
San Francisco, CA 94111

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Applications for a Development Special Use Permit and
Associated Requests
Applicant: 1200 N Henry LLC
1200 N Fayette Street, Tax Map ID: 044.03-06-03.L1 (the "Property")

Dear Mr. Moritz:

CP VI Braddock Station LLC (the "Owner"), the Owner of the above-referenced Property, hereby consents to the filing of development special use permit ("DSUP") #2017-0020 by 1200 N Henry LLC (the "Applicant"), as it relates to a portion of the Property, for the purpose of allowing an encroachment onto a portion of the Property for a canopy and the construction of the eastern curb of N Fayette Street (extended) as well as the associated streetscape improvements required by the City of Alexandria.

Very truly yours,

CP VI BRADDOCK STATION LLC

By: 

Its: Attorney/Authorized Agent

Date: 7/3/18

June 20, 2018

Re: Braddock Gateway Phase III, DSUP and Related Applications
Applicant: CP VI Braddock Station LLC
Property: 1200 N. Fayette Street
Tax Map Ref. No. 044.03-06-03.L1

STATEMENT OF CONSENT TO FILING

To Whom It May Concern:

The undersigned is the owner ("Owner") of the Property and the applicant for a Development Special Use Permit and other applications related thereto. By this letter, Owner hereby authorizes the law firm of Bean, Kinney & Korman, P.C., including, but not limited to, Mark M. Viani, Esq. and Matthew G. Roberts, Esq., to file and pursue approval of a Development Special Use Permit for the Property, including filing, signing, and delivering such application and any and all other documents necessary for or related thereto, including, but not limited to, any application for a related special use permit, or any application requesting to vacate or encroach upon any interest in real property owned by the City of Alexandria. The authority granted by this letter may be revoked only by a written statement delivered to the City of Alexandria.

Please direct all correspondence relative to this request to:

Matthew G. Roberts, Esq.
Bean, Kinney & Korman, P.C.
2300 Wilson Boulevard, 7th Floor
Arlington, Virginia 22201

Very truly yours,

CP VI Braddock Station LLC, a Delaware limited liability company

By: 

Name: Matthew Feldman

Title: Authorized Signatory

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|--|---------|----------------------|
| 1. No person or entity owns | | |
| 2. more than 3% of the Owner/Applicant | | |
| 3. | | |

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

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

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

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

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

6/20/18
Date
Matthew G. Roberts/Agent
Printed Name
M. G. Roberts/Agent
Signature

| |
|--------------------|
| MPA # _____ |
| REZ # _____ |

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

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

See attached.

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

See attached.

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

See attached.

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

No proffers are proposed.

1200 N Henry Street (the “Property”)
Statement of Justification

REVISED
July 5, 2018

Proposal Overview

The Property is located at 1200 N Henry Street and within the study area for the Braddock Metro Neighborhood Plan (“BMNP” or the “Plan”; approved in 2008). 1200 N Henry, LCC (the “Applicant”) is proposing to develop the property with 115 multifamily apartment units, 11 of which would be dedicated affordable, 17,000 sf of retail, and 10,000 sf of day care in a seven-story mixed-use development. The Applicant proposes two levels of underground parking and one internal loading space. The proposed building will include open space in the form of a publically accessible ground level triangular plaza/park at the northern corner and above grade amenity space to serve the residents of the building.

The proposed building has a variety of heights with a maximum of 85 feet at the highest point at the northern “gateway” element. In conformance with the BMNP’s design guidelines and with the City’s Complete Streets Design Guidelines, the proposed streetscape is pedestrian friendly and embraces Fayette Street extended’s designation as a “walking street”. Additionally, the Applicant is narrowing the Fayette Street connection to Route 1 in order to reduce speeds and create a more pedestrian friendly environment.

Overall, the Applicant is improving the site, which is currently occupied by one-story industrial flex/retail spaces by achieving desirable density near a Metro station, providing retail, day care, and affordable housing to serve the local community, and boosting the profile of the Braddock area with a well-designed and architecturally interesting building.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from OCM(50) to CRMU-H to allow for a mixed-use development at a 2.5 FAR and to amend the tables on pages 97 (Development) and 98 (Land Use) of the BMNP (see attached). While the OCM(50) zoning permits residential mixed-use development, the proposed Master Plan Amendment and rezoning are consistent with Council’s stated priorities of increasing height and density within proximity of Metro. The property is adequately served by essential public facilities including streets, parking, drainage, trash removal, water and sewers and schools. In addition, the proposed development is consistent with the goals and guidelines set forth in the BMNP and consistent with the zoning, height and density of other development parcels in the BMNP while transitioning in height to the townhouses across Route 1 in the Northeast community.

Bonus Density and Height for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance and consistent with City Council’s stated goals, the Applicant is requesting bonus density and height for the provision of affordable

housing. The Applicant is requesting 30% bonus density, or a 3.25 FAR, and bonus height of 15 feet. In accordance with the bonus density provisions, the Applicant is providing 11 on-site affordable units at 60% of AMI for 40 years.

The building has been designed to transition in height away from the neighborhood. Starting with a 20' retail podium, the building then steps up to 50', then to 71'8" and finally to 85' at the farthest point from the neighbors in the Northeast community.

Braddock Metro Neighborhood Plan (BMNP)

- *Transit-Oriented Development and the Braddock Metro Station*

The Plan envisions this area as a dynamic, multimodal, urban environment, and this project helps achieve this goal with the principles of transit-oriented development. The Applicant is requesting a Master Plan Amendment and a Rezoning to CRMU-H in order to achieve a density that is appropriate within the half-mile Metro walkshed. The proposed height and density is consistent with other nearby development parcels in the BMNP.

- *The Gateway to the Braddock Metro Neighborhood*

The Applicant has responded to Staff's request to study the building's three corners as distinct "Gateway" features. The Applicant has paid attention in designing the building to present all corners and the associated entrances specially. The signature gateway element is at the northern corner of the building.

As identified on page 51 of the BMNP, the gateway element at the northern entrance to the plan study area is reflected in this project. A seven-story "tower" element with material and architectural differentiation provides a striking entranceway to the Braddock metro area. Additionally, the base of the tower element contains diagonal nonstructural columns that look like the letters "AV", to represent Alexandria, Virginia.

The retail entrance at the southeast corner is stepped down to four stories (or 50 feet) to address the residential neighborhood across Route 1. This stepping, paired with the round corner element, create architectural interest and playfulness. Along Route 1, the proposed development engages the streetscape with an active use and the concrete construction allows for high retail ceiling heights. These high ceilings, paired with the visibility from Route 1 and the central metro-focused location, will contribute to a successful retail location. An encroachment is requested to facilitate the retail canopy.

The residential entrance at the southwest corner directly engages the proposed park (Braddock Gateway Phase II and III). Residents of the proposed development will walk out of their front door into this neighborhood open space amenity. The residential lobby, while still its own unique element, is a more subdued tower element. An encroachment is also requested to facilitate the canopy at the residential corner.

- *Streetscape*

In addition to the design guidelines in the BMNP, this proposal conforms to the Complete Streets Design Guidelines and Staff's guidance with regard to streetscape. The Applicant is providing 18-foot-wide sidewalks along Route 1 (N Henry Street), 18-foot-wide sidewalks along Fayette Street, and eight-foot-wide sidewalks along Fayette Street extended. Along Route 1 and Fayette Street, 11 Best Management Practice ("BMP") tree wells are provided, and 12 tree planters are provided along Fayette Street extended. In addition, as a "road diet," Fayette Street has been narrowed to 38 feet in order to slow down traffic speeding around the corner. A bus bulb out and three street parking spaces are proposed on Fayette Street, which will allow for safe bus access for transit users, including residents and customers of the proposed mixed-use building. The curb at the residential entrance (at the corner of Fayette Street and Fayette Street extended) has been rounded in order to provide a smooth corner and facilitate pedestrian activity to and from the proposed park across the street.

In coordination with City Staff, the proposed streetscape was designed to create and embrace the pedestrian experience and create an attractive street level gateway for the Braddock area. In an urban environment, active street level amenities, like the retail component, day care, and triangular park combine to encourage residents to walk and bike, explore outside, and live more healthy lives overall.

Finally, in conformance with the Complete Streets Design Guidelines, five public bike racks (10 spaces) and private bike storage in the garage have been provided to accommodate and encourage multimodal transportation to and from the site.

Transportation Management Plan

Please see the Traffic Impact Analysis for the proposed Transportation Management Plan, provided under separate cover.

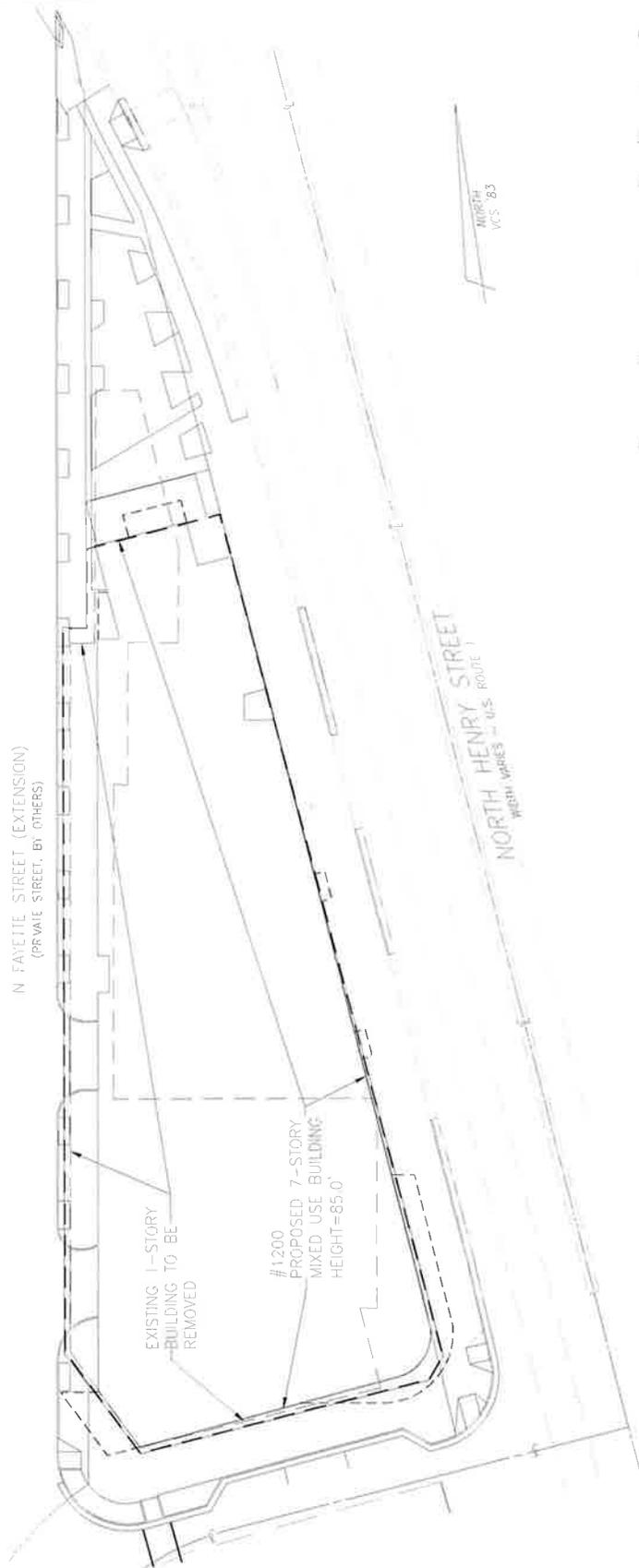
Community Benefits

- *Public Art*: In lieu of a public art contribution, the Applicant is proposing public art on the west side of the building facing Fayette Street extended. This art will screen the retail back of house, connect pedestrians with the adjacent park, and enliven the pedestrian walking street. Public art will also be achieved through the architectural "AV" feature mentioned above.
- *On-site Open Space*: The Applicant is proposing terrace amenity space for residents as well balconies, and a publically accessible ground level triangular park at the northern end of the site.
- *LEED Certification*: The proposed building will be LEED Certified (or equivalent), in compliance with the City of Alexandria's Green Building Policy.
- *Affordable Housing*: The Applicant is providing 11 affordable units (nine 1-bedrooms and two 2-bedrooms) at 60% of the Area Median Income (AMI) for 40 years.
- *Undergrounding*: All utilities serving the site and along the frontage of the Property will be undergrounded.

- *Day Care:* The Applicant is providing an approximately 10,000 sf day care facility pursuant to section 1-400(B)(3)(f) of the Zoning Ordinance. The day care facility will benefit the surrounding community by providing much-needed day care space for Alexandria's families.
- *Braddock Implementation Fund Contribution and Braddock Open Space Fund Contribution:* In addition to the elements of the building itself that provide community benefits, the Applicant has also agreed to contribute to the Braddock Implementation Fund and Braddock Open Space Fund.

In summary, the proposed development benefits the surrounding community by replacing an unattractive industrial flex center on Route 1 with a high quality mixed-use building that provides an attractive gateway to the Braddock neighborhood, adding density near Metro, increasing the tax base, providing improved open space, neighborhood-serving retail, day care, affordable housing, significantly improving the streetscape, and providing contributions to the Braddock Implementation Fund and the Braddock Open Space fund to be used for public improvements in the surrounding area.

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 Wed, May 09 2018 - 9:57:34am



GENERAL NOTES

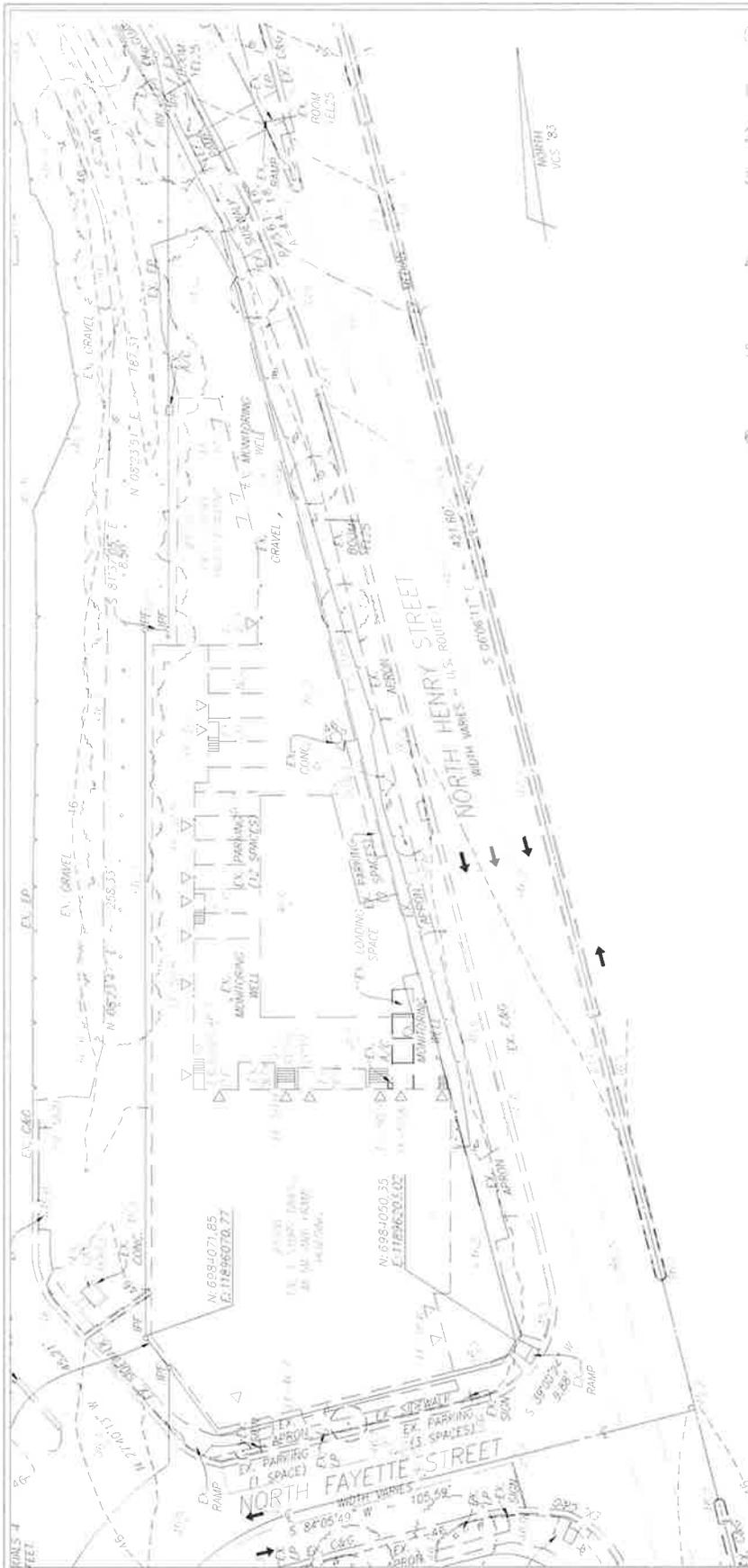
1. TAX MAP: #044.03-05-01
2. ZONE: OCM(50)
3. OWNER: 1200 N HENRY, LLC
 PO BOX 1924, ALEXANDRIA, VA 22313
 INSTRUMENT #160015497
4. TOPOGRAPHIC SURVEY WAS RUN BY THIS FIRM. VERTICAL DATUM USED = NAVD '88 PER CITY OF ALEXANDRIA MONUMENT #600 ELEVATION = 46.05'
5. A TITLE REPORT WAS FURNISHED BY CHICAGO TITLE INSURANCE COMPANY, FILE NO. VA15-0157, DATED 10/6/2016.
6. TOTAL SITE AREA = 34,921 S.F. OR 0.8017 AC

RC FIELDS & ASSOCIATES, INC.
 ENGINEERING • LAND SURVEYING • PLANNING
 730 S. Washington Street
 Alexandria, Virginia 22314
 www.rcfassoc.com
 (703) 549-6422

Master Plan Amendment and Zoning Amendment
BUILDINGS & STRUCTURES MAP
 For the Property Located at
 1200 North Henry Street
 City of Alexandria, Virginia

| DATE | REVISION | DESIGN: ACS |
|------|----------|----------------|
| | | DRAWN: BAD |
| | | SCALE: 1"=60' |
| | | DATE: MAY 2018 |
| | | SHEET 1 OF 1 |
| | | FILE: 17-181 |

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 Wed, May 09 2018 - 11:10:12am



GENERAL NOTES:

1. TAX MAP: #044,03-05-01
2. ZONE: OCM(50)
3. OWNER: 1200 N HENRY, LLC
 PG BOX 1924, ALEXANDRIA, VA 22313
 INSTRUMENT #160015497
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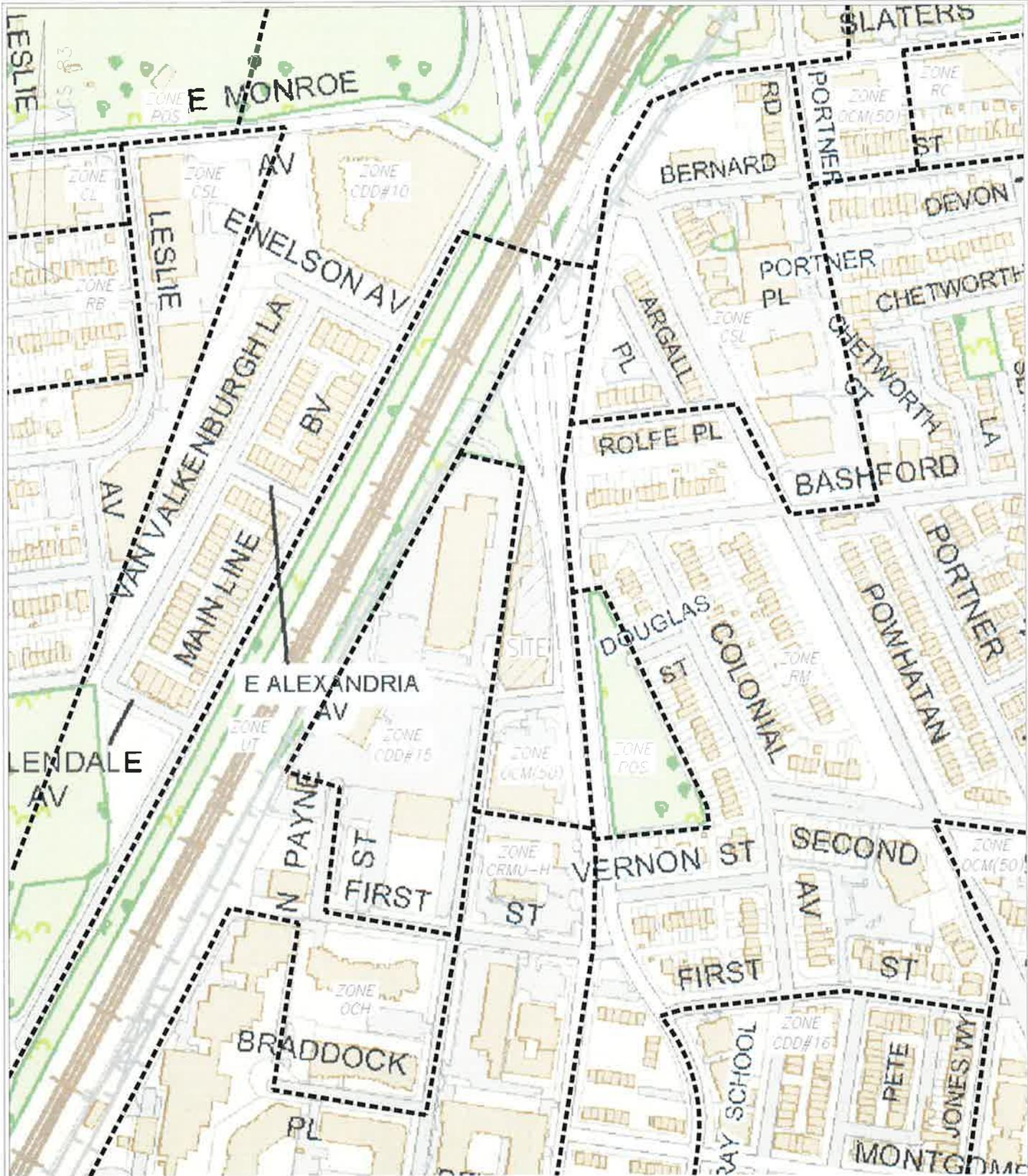


DSUP #2017-0020

RC FIELDS
 & ASSOCIATES, INC.
 ENGINEERING • LAND SURVEYING • PLANNING
 730 S. Washington Street www.rcfassoc.com
 Alexandria, Virginia 22314 (703) 549-8422

Master Plan Amendment and Zoning Amendment
METES AND BOUNDS MAP
 For the Property Located at
 1200 North Henry Street
 City of Alexandria, Virginia

| DATE | REVISION | DESIGN: BAD |
|------|----------|----------------|
| | | DRAWN: BAD |
| | | SCALE: 1"=60' |
| | | DATE: MAY 2018 |
| | | SHEET 1 OF 1 |
| | | FILE: 17-181 |



DSUP #2017-0020
 EXISTING LAND USE: OCM(50)
 MASTER PLAN DESIGNATION: CRMU-H



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 Wed, May 09 2018 - 9:51:18am

RC FIELDS
 & ASSOCIATES, INC.
 ENGINEERING • LAND SURVEYING • PLANNING
 730 S. Washington Street
 Alexandria, Virginia 22314
 www.rcassoc.com
 (703) 549-6422

Master Plan Amendment and Zoning Amendment
VICINITY MAP
 For the Property Located at
 1200 North Henry Street
 City of Alexandria, Virginia

| DATE | REVISION | DESIGN: ACS |
|------|----------|----------------|
| | | DRAWN: BAD |
| | | SCALE: 1"=300' |
| | | DATE: MAY 2018 |
| | | SHEET 1 OF 1 |
| | | FILE: 17-181 |

EXHIBIT APROPERTY DESCRIPTION

Beginning at a point in the westerly line of North Henry Street, a corner common to Force Alexandria, LLC (now or formerly); thence with the westerly line of North Henry Street with a curve to the right (radius = 561.46 feet, delta = $04^{\circ} 30' 30''$, tangent = 22.10 feet, chord = 44.17 feet, chord bearing $S 11^{\circ} 40' 17'' E$) an arc distance of 44.18 feet to a point, $S 00^{\circ} 37' 02'' W 421.60$ feet to a point and $S 45^{\circ} 43' 37'' W 9.88$ feet to a point in the northerly line of North Fayette Street; thence with the northerly line of North Fayette Street $N 89^{\circ} 10' 58'' W 105.59$ feet to a point; thence with North Fayette Street and Force Alexandria, LLC (now or formerly) $N 20^{\circ} 57' 00'' W 45.21$ feet to a point in the westerly line of Force Alexandria, LLC (now or formerly); thence with Force Alexandria, LLC (now or formerly) $N 15^{\circ} 07' 00'' E 258.33$ feet to a point, $S 74^{\circ} 53' 52'' E 8.50$ feet to a point and $N 15^{\circ} 07' 04'' E 187.31$ feet to the point of beginning.

INSTRUMENT #160015498
RECORDED IN THE CLERK'S OFFICE OF
ALEXANDRIA ON
OCTOBER 6, 2016 AT 02:56PM

EDWARD SEMONIAN, CLERK
RECORDED BY: AAD

S:\SLS\33197 Colombo Bank - 1200 N Henry, LLC\Deed of Trust Final docx.doc

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21

| Development Table | | Existing Parcel | | | | | | Proposed Development | | | |
|----------------------------------|--|-----------------|-------|----------------------|----------------|------------------------------|------------------------------|-----------------------------------|-------------------|-----------------|----------------------|
| Site | Character Area | Parcel Area | | Existing Development | Current Zoning | Current Allowable F.A.R. (1) | Current Allowable Height (1) | Current Allowable Development (1) | Total Development | Proposed F.A.R. | Proposed Max. Height |
| | | SF | Acres | SF | | Feet | SF | SF | Feet | | |
| 8 - Route 1 Triangle Site | | | | | | | | | | | |
| Site A | Gateway Area 1200 & 1230 N Henry | 34,921 | 0.8 | 16,884 | OCM-50 | 1.5 | 77 to 90 | 52,381 | 87,303 | 2.5 | 50 to 70 |

| Land Use | | | | | | | |
|----------------------------------|--|-------------|-------|----------------------|----------------|--------------------|-------------------------------|
| Site | Character Area | Parcel Area | | Existing Development | Current Zoning | Recommended Zoning | Preferred Land Use |
| | | SF | Acres | SF | | | |
| 8 - Route 1 Triangle Site | | | | | | | |
| Site A | Gateway Area 1200 & 1230 N Henry | 34,921 | 0.8 | 16,884 | OCM-50 | CRMU/H | Residential/ Office/Retail |



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: 1200 N Henry, Alexandria, VA 22314

TAX MAP REFERENCE: TM ID 044.03-05-01 **ZONE:** Proposed: CRMU-H

APPLICANT:

Name: 1200 N Henry Street, LLC

Address: 1605 King Street, Suite 3, Alexandria, VA, 22314

PROPOSED USE: Transportation Management Plan SUP

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

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

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

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

REVISED 7/5/18
REVISED 6/21/18
5/9/18

M. Catharine Puskar, Attorney/Agent

mcPuskar

Print Name of Applicant or Agent

Signature

Date

2200 Clarendon Boulevard, Suite 1300

703-528-4700

703-525-3197

Mailing/Street Address

Telephone #

Fax #

Arlington, VA 22201

cpuskar@thelandlawyers.com

City and State

Zip Code

Email address

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 1200 N HENRY STREET, I hereby
(Property Address)
grant the applicant authorization to apply for the Transportation Management Plan use as
(use) SEE ATTACHED
described in this application.

Name: _____

Phone: _____

Please Print

Address: _____

Email: _____

Signature: _____

Date: _____

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

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: _____ of the subject property.

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

Please see attached.

1200 N Henry, LLC

May 8, 2018

1200 N HENRY, LLC
1605 King Street, Suite 3
Alexandria, VA 22314

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent/Authorization to File Application for a Development Special Use Permit
1200 N Henry Street (TM ID #044.03-05-01, the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, 1200 N Henry Street, LLC hereby consents to the filing of an application for a Development Special Use Permit and any related requests on the Property.

1200 N Henry Street, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Development Special Use Permit on the Property and any related requests.

Very Truly Yours,

1200 N Henry Street, LLC

By: 

Its: MEMBER

Date: 5/8/18

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|-----------------|---------|----------------------|
| 1. See attached | | |
| 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 _____ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

| Name | Address | Percent of Ownership |
|------------------|---------|----------------------|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

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

| Name of person or entity | Relationship as defined by Section 11-350 of the Zoning Ordinance | Member of the Approving Body (i.e. City Council, Planning Commission, etc.) |
|--------------------------|---|---|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

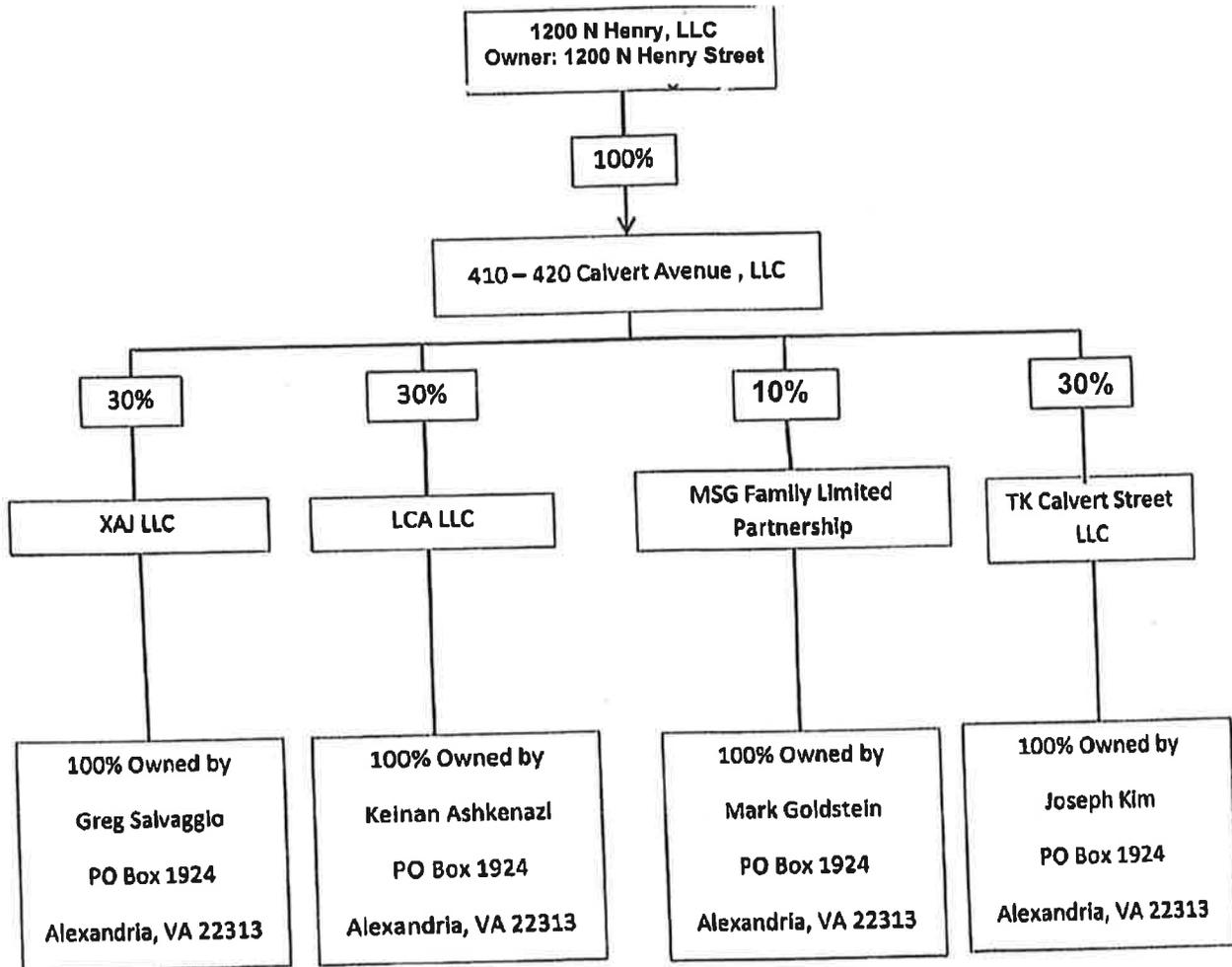
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/9/18
Date

Mcatherine Puskas
Printed Name

McPuskas
Signature

1200 N HENRY, LLC -- OWNERSHIP INFORMATION
May 9, 2018



***None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.**

CP VI Braddock Station LLC

c/o Carmel Partners
1000 Sansome Street, 1st Floor
San Francisco, CA 94111

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Applications for a Development Special Use Permit and
Associated Requests
Applicant: 1200 N Henry LLC
1200 N Fayette Street, Tax Map ID: 044.03-06-03.L1 (the "Property")

Dear Mr. Moritz:

CP VI Braddock Station LLC (the "Owner"), the Owner of the above-referenced Property, hereby consents to the filing of development special use permit ("DSUP") #2017-0020 by 1200 N Henry LLC (the "Applicant"), as it relates to a portion of the Property, for the purpose of allowing an encroachment onto a portion of the Property for a canopy and the construction of the eastern curb of N Fayette Street (extended) as well as the associated streetscape improvements required by the City of Alexandria.

Very truly yours,

CP VI BRADDOCK STATION LLC

By: 

Its: Attorney/Authorized Agent

Date: 7/3/18

June 20, 2018

Re: Braddock Gateway Phase III, DSUP and Related Applications
Applicant: CP VI Braddock Station LLC
Property: 1200 N. Fayette Street
Tax Map Ref. No. 044.03-06-03.L1

STATEMENT OF CONSENT TO FILING

To Whom It May Concern:

The undersigned is the owner ("Owner") of the Property and the applicant for a Development Special Use Permit and other applications related thereto. By this letter, Owner hereby authorizes the law firm of Bean, Kinney & Korman, P.C., including, but not limited to, Mark M. Viani, Esq. and Matthew G. Roberts, Esq., to file and pursue approval of a Development Special Use Permit for the Property, including filing, signing, and delivering such application and any and all other documents necessary for or related thereto, including, but not limited to, any application for a related special use permit, or any application requesting to vacate or encroach upon any interest in real property owned by the City of Alexandria. The authority granted by this letter may be revoked only by a written statement delivered to the City of Alexandria.

Please direct all correspondence relative to this request to:

Matthew G. Roberts, Esq.
Bean, Kinney & Korman, P.C.
2300 Wilson Boulevard, 7th Floor
Arlington, Virginia 22201

Very truly yours,

CP VI Braddock Station LLC, a Delaware limited liability company

By: 
Name: Matthew Feldman
Title: Authorized Signatory

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|---|---------|----------------------|
| 1. No person or entity owns | | |
| 2. more than 3% of the Owner/Applicant. | | |
| 3. | | |

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

| Name | Address | Percent of Ownership |
|-------------------------------|---------|----------------------|
| 1. CP VI Braddock Station LLC | | |
| 2. | | |
| 3. | | |

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

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

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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.

6/20/18
Date
Matthew G. Roberts/Agent
Printed Name
M. G. Roberts/Agent
Signature

1200 N Henry Street (the “Property”)
Statement of Justification

REVISED
July 5, 2018

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The Plan envisions this area as a dynamic, multimodal, urban environment, and this project helps achieve this goal with the principles of transit-oriented development. The Applicant is requesting a Master Plan Amendment and a Rezoning to CRMU-H in order to achieve a density that is appropriate within the half-mile Metro walkshed. The proposed height and density is consistent with other nearby development parcels in the BMNP.

- *The Gateway to the Braddock Metro Neighborhood*

The Applicant has responded to Staff's request to study the building's three corners as distinct "Gateway" features. The Applicant has paid attention in designing the building to present all corners and the associated entrances specially. The signature gateway element is at the northern corner of the building.

As identified on page 51 of the BMNP, the gateway element at the northern entrance to the plan study area is reflected in this project. A seven-story "tower" element with material and architectural differentiation provides a striking entranceway to the Braddock metro area. Additionally, the base of the tower element contains diagonal nonstructural columns that look like the letters "AV", to represent Alexandria, Virginia.

The retail entrance at the southeast corner is stepped down to four stories (or 50 feet) to address the residential neighborhood across Route 1. This stepping, paired with the round corner element, create architectural interest and playfulness. Along Route 1, the proposed development engages the streetscape with an active use and the concrete construction allows for high retail ceiling heights. These high ceilings, paired with the visibility from Route 1 and the central metro-focused location, will contribute to a successful retail location. An encroachment is requested to facilitate the retail canopy.

The residential entrance at the southwest corner directly engages the proposed park (Braddock Gateway Phase II and III). Residents of the proposed development will walk out of their front door into this neighborhood open space amenity. The residential lobby, while still its own unique element, is a more subdued tower element. An encroachment is also requested to facilitate the canopy at the residential corner.

- *Streetscape*

In addition to the design guidelines in the BMNP, this proposal conforms to the Complete Streets Design Guidelines and Staff's guidance with regard to streetscape. The Applicant is providing 18-foot-wide sidewalks along Route 1 (N Henry Street), 18-foot-wide sidewalks along Fayette Street, and eight-foot-wide sidewalks along Fayette Street extended. Along Route 1 and Fayette Street, 11 Best Management Practice ("BMP") tree wells are provided, and 12 tree planters are provided along Fayette Street extended. In addition, as a "road diet," Fayette Street has been narrowed to 38 feet in order to slow down traffic speeding around the corner. A bus bulb out and three street parking spaces are proposed on Fayette Street, which will allow for safe bus access for transit users, including residents and customers of the proposed mixed-use building. The curb at the residential entrance (at the corner of Fayette Street and Fayette Street extended) has been rounded in order to provide a smooth corner and facilitate pedestrian activity to and from the proposed park across the street.

In coordination with City Staff, the proposed streetscape was designed to create and embrace the pedestrian experience and create an attractive street level gateway for the Braddock area. In an urban environment, active street level amenities, like the retail component, day care, and triangular park combine to encourage residents to walk and bike, explore outside, and live more healthy lives overall.

Finally, in conformance with the Complete Streets Design Guidelines, five public bike racks (10 spaces) and private bike storage in the garage have been provided to accommodate and encourage multimodal transportation to and from the site.

Transportation Management Plan

Please see the Traffic Impact Analysis for the proposed Transportation Management Plan, provided under separate cover.

Community Benefits

- *Public Art*: In lieu of a public art contribution, the Applicant is proposing public art on the west side of the building facing Fayette Street extended. This art will screen the retail back of house, connect pedestrians with the adjacent park, and enliven the pedestrian walking street. Public art will also be achieved through the architectural "AV" feature mentioned above.
- *On-site Open Space*: The Applicant is proposing terrace amenity space for residents as well balconies, and a publically accessible ground level triangular park at the northern end of the site.
- *LEED Certification*: The proposed building will be LEED Certified (or equivalent), in compliance with the City of Alexandria's Green Building Policy.
- *Affordable Housing*: The Applicant is providing 11 affordable units (nine 1-bedrooms and two 2-bedrooms) at 60% of the Area Median Income (AMI) for 40 years.
- *Undergrounding*: All utilities serving the site and along the frontage of the Property will be undergrounded.

- *Day Care:* The Applicant is providing an approximately 10,000 sf day care facility pursuant to section 1-400(B)(3)(f) of the Zoning Ordinance. The day care facility will benefit the surrounding community by providing much-needed day care space for Alexandria's families.
- *Braddock Implementation Fund Contribution and Braddock Open Space Fund Contribution:* In addition to the elements of the building itself that provide community benefits, the Applicant has also agreed to contribute to the Braddock Implementation Fund and Braddock Open Space Fund.

In summary, the proposed development benefits the surrounding community by replacing an unattractive industrial flex center on Route 1 with a high quality mixed-use building that provides an attractive gateway to the Braddock neighborhood, adding density near Metro, increasing the tax base, providing improved open space, neighborhood-serving retail, day care, affordable housing, significantly improving the streetscape, and providing contributions to the Braddock Implementation Fund and the Braddock Open Space fund to be used for public improvements in the surrounding area.

USE CHARACTERISTICS

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

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

5. Please describe the capacity of the proposed use:

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

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

The proposed development includes 115 residential units, approximately 17,000 sf of retail and 10,000 sf of day care.

reflective of the proposed development.

B.

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

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

N/A

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

Day:

24 hrs/day 7 days a week

Hours:

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

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

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

N/A

B. How will the noise be controlled?

N/A

SUP # _____

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

N/A

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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

Yes. No. N/A

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

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

Yes. No. N/A

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

N/A

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

N/A

ALCOHOL SALES

13.

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

Yes No N/A

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

PARKING AND ACCESS REQUIREMENTS

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

- 73 Standard spaces
- 58 Compact spaces
- 6 Handicapped accessible spaces.
- _____ Other.

Planning and Zoning Staff Only

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

Does the application meet the requirement?
 Yes No

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

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

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

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

Parking reduction requested; see attached supplemental form

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

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

Planning and Zoning Staff Only

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

Does the application meet the requirement?
 Yes No

- B. Where are off-street loading facilities located? Internal to building on Fayette Street extended.

- C. During what hours of the day do you expect loading/unloading operations to occur?
Loading will occur from 7AM to 11PM.

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

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

Street access is adequate.

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

0 sq. ft. (existing) + 123,493 sq. ft. (addition if any) = 123,493 sq. ft. (total)

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

a stand alone building

a house located in a residential zone

a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other. Please describe: mixed-use development

End of Application



APPLICATION

ENCROACHMENT INTO RIGHT-OF-WAY

\$500 Filing Fee

June 21, 2018 Filing Deadline

September 6, 2018 Planning Commission Hearing

September 15, 2015 City Concil Hearing

The applicant must send written notice of public hearings by certified or registered mail to all adjoining and facing property owners at least 10 days prior to the Planning Commission hearing, and not more than 30 days prior to the hearing. See detailed instructions on "Notice Requirements."

Mail certified or registered notice of hearings between August 16 and August 27.

Return notice materials to Department of Planning and Zoning by August 31.



APPLICATION

ENCROACHMENT

ENC# _____

PROPERTY LOCATION: 1200 N Henry Street

TAX MAP REFERENCE: #044.03-05-01 ZONE: OCM(50)

APPLICANT

Name: 1200 N Henry, LLC

Address: 1605 King Street, Suite 3, Alexandria, VA 22314

PROPERTY OWNER

Name: 1200 N Henry, LLC

Address: 1605 King Street, Suite 3, Alexandria, VA 22314

PROPOSED USE: Residential, retail, and day care.

INSURANCE CARRIER (copy attached) Erie Insurance Company POLICY # Q41 0155242

A certificate of general liability insurance in the amount of \$1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

THE UNDERSIGNED hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED hereby applies for an Administrative Use Permit in accordance with the provisions of Article VI, Section 6-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED Ido 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 their knowledge and belief.

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

MCPuskar

Signature

703-528-4700 703-525-3197

Telephone # Fax #

cpuskar@thelandlawyers.com

Email address

5/9/18 REVISED 6/21/18

Date REVISED 7/5/18

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

1200 N Henry, LLC

May 8, 2018

1200 N HENRY, LLC
1605 King Street, Suite 3
Alexandria, VA 22314

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent/Authorization to File Application for a Development Special Use Permit
1200 N Henry Street (TM ID #044.03-05-01, the "Property")

Dear Mr. Moritz:

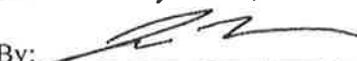
As owner of the above-referenced Property, 1200 N Henry Street, LLC hereby consents to the filing of an application for a Development Special Use Permit and any related requests on the Property.

1200 N Henry Street, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Development Special Use Permit on the Property and any related requests.

Very Truly Yours,

1200 N Henry Street, LLC

By:


Joseph Kim

Its:

MEMBER

Date:

5/8/18

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|-----------------|---------|----------------------|
| 1. See attached | | |
| 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 _____ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

| Name | Address | Percent of Ownership |
|------------------|---------|----------------------|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

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

| Name of person or entity | Relationship as defined by Section 11-350 of the Zoning Ordinance | Member of the Approving Body (i.e. City Council, Planning Commission, etc.) |
|--------------------------|---|---|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

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

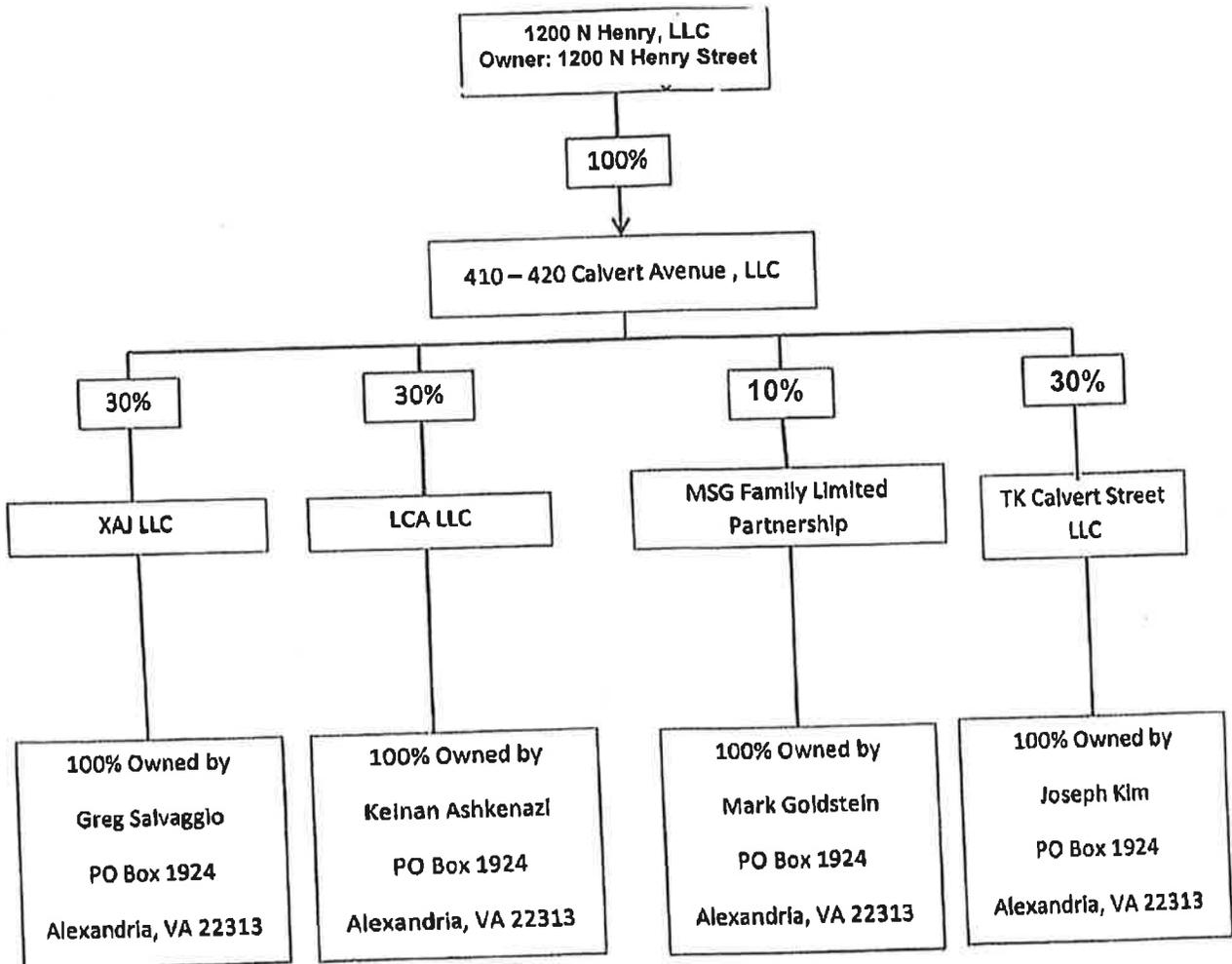
5/9/18
Date

McCatherine Puskar
Printed Name


Signature

1200 N HENRY, LLC -- OWNERSHIP INFORMATION

May 9, 2018



***None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.**

CP VI Braddock Station LLC

c/o Carmel Partners
1000 Sansome Street, 1st Floor
San Francisco, CA 94111

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Applications for a Development Special Use Permit and
Associated Requests
Applicant: 1200 N Henry LLC
1200 N Fayette Street, Tax Map ID: 044.03-06-03.L1 (the "Property")

Dear Mr. Moritz:

CP VI Braddock Station LLC (the "Owner"), the Owner of the above-referenced Property, hereby consents to the filing of development special use permit ("DSUP") #2017-0020 by 1200 N Henry LLC (the "Applicant"), as it relates to a portion of the Property, for the purpose of allowing an encroachment onto a portion of the Property for a canopy and the construction of the eastern curb of N Fayette Street (extended) as well as the associated streetscape improvements required by the City of Alexandria.

Very truly yours,

CP VI BRADDOCK STATION LLC

By: 

Its: Attorney/Authorized Agent

Date: 7/3/18

June 20, 2018

Re: Braddock Gateway Phase III, DSUP and Related Applications
Applicant: CP VI Braddock Station LLC
Property: 1200 N. Fayette Street
Tax Map Ref. No. 044.03-06-03.L1

STATEMENT OF CONSENT TO FILING

To Whom It May Concern:

The undersigned is the owner (“Owner”) of the Property and the applicant for a Development Special Use Permit and other applications related thereto. By this letter, Owner hereby authorizes the law firm of Bean, Kinney & Korman, P.C., including, but not limited to, Mark M. Viani, Esq. and Matthew G. Roberts, Esq., to file and pursue approval of a Development Special Use Permit for the Property, including filing, signing, and delivering such application and any and all other documents necessary for or related thereto, including, but not limited to, any application for a related special use permit, or any application requesting to vacate or encroach upon any interest in real property owned by the City of Alexandria. The authority granted by this letter may be revoked only by a written statement delivered to the City of Alexandria.

Please direct all correspondence relative to this request to:

Matthew G. Roberts, Esq.
Bean, Kinney & Korman, P.C.
2300 Wilson Boulevard, 7th Floor
Arlington, Virginia 22201

Very truly yours,

CP VI Braddock Station LLC, a Delaware limited liability company

By: 
Name: Matthew Feldman
Title: Authorized Signatory

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|---|---------|----------------------|
| 1. No person or entity owns | | |
| 2. more than 3% of the Owner/Applicant. | | |
| 3. | | |

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

| Name | Address | Percent of Ownership |
|-------------------------------|---------|----------------------|
| 1. CP VI Braddock Station LLC | | |
| 2. | | |
| 3. | | |

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

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

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

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

6/20/18 Matthew G. Roberts / Agent M. G. Roberts / Agent
Date Printed Name Signature



CERTIFICATE OF INSURANCE

— THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY —

| |
|----------------------------------|
| DATE ISSUED (MM/DD/YY) 5/9/18 |
|----------------------------------|

Home Office • 100 Erie Insurance Place • Erie, Pennsylvania 16530 • 814.870.2000
Toll free 1.800.458.0811 • Fax 814.870.3126 • www.erieinsurance.com

| | | |
|---|-----------------------|--|
| NAME AND ADDRESS OF AGENCY GEORGETOWN INSURANCE GROUP 5125 MACARTHUR BLVD NW STE 50A WASHINGTON, DC 20016-3300 (202)537-0064 | AGENT'S NO. CC1047 | COMPANY(IES) AFFORDING COVERAGE Co.: C ERIE INSURANCE COMPANY Co.: D ERIE INSURANCE PROPERTY & CASUALTY COMPANY Co.: E ERIE INSURANCE EXCHANGE (Not Applicable) Erie Indemnity Co., Attorney-In-Fact (In NY) Co.: F ERIE INSURANCE COMPANY OF NEW YORK Co.: G FLAGSHIP CITY INSURANCE COMPANY |
|---|-----------------------|--|

| | |
|---|---|
| NAME AND ADDRESS OF NAMED INSURED Avanti Holdings Group LLC PO BOX 1924 Alexandria, VA 22313 | This certificate is issued for information purposes only and confers no rights on the certificate holder. It does not affirmatively or negatively amend, extend, or otherwise alter the terms, exclusions and conditions of insurance coverage contained in the policy(ies) indicated below. The terms and conditions of the policy(ies) govern the insurance coverage as applied to any given situation. Limits shown may have been reduced by claims paid. This certificate of insurance does not constitute a contract between the issuing insurer(s), authorized representative or producer and the certificate holder. |
|---|---|

| This is to certify that policies, as indicated by the Policy Number below, are in force for the Named Insured at the time that the Certificate is being issued. | | | | |
|---|---|---------------|----------------------------------|-----------------------------------|
| COVERAGE | TYPE OF INSURANCE | POLICY NUMBER | POLICY EFFECTIVE DATE (MM/DD/YY) | POLICY EXPIRATION DATE (MM/DD/YY) |
| 1 | GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC | Q41 0155242 | 5/1/18 | 5/1/19 |
| | AUTOMOBILE LIABILITY "ANY AUTO" (OWNED, HIRED, NON-OWNED) <input type="checkbox"/> OWNED <input type="checkbox"/> HIRED <input type="checkbox"/> NON-OWNED <input type="checkbox"/> GARAGE | | | |
| | EXCESS LIABILITY <input type="checkbox"/> OCCURRENCE <input type="checkbox"/> RETENTION \$ | | | |
| | WORKERS COMPENSATION & EMPLOYERS LIABILITY | | | |
| | OTHER | | | |

| LIMITS | |
|----------------------------|--------------|
| EACH OCCURRENCE | \$ 1,000,000 |
| FIRE DAMAGE (Any One Fire) | \$ 1,000,000 |
| MED EXP (Any One Person) | \$ 5,000 |
| PERSONAL & ADV. INJURY | \$ 1,000,000 |
| GENERAL AGGREGATE | \$ 2,000,000 |
| PRODUCTS-COMP/OP AGG | \$ 1,000,000 |

| STATUTORY | | | |
|-------------------------|----------|----|---------------|
| BODILY INJURY BY | ACCIDENT | \$ | EACH ACCIDENT |
| | DISEASE | \$ | POLICY LIMIT |
| | DISEASE | \$ | EACH EMPLOYEE |

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS
 Dwelling Address: 1200 N Henry St., Alexandria, Va., 22314
 Certificate Holder is listed as an additional insured

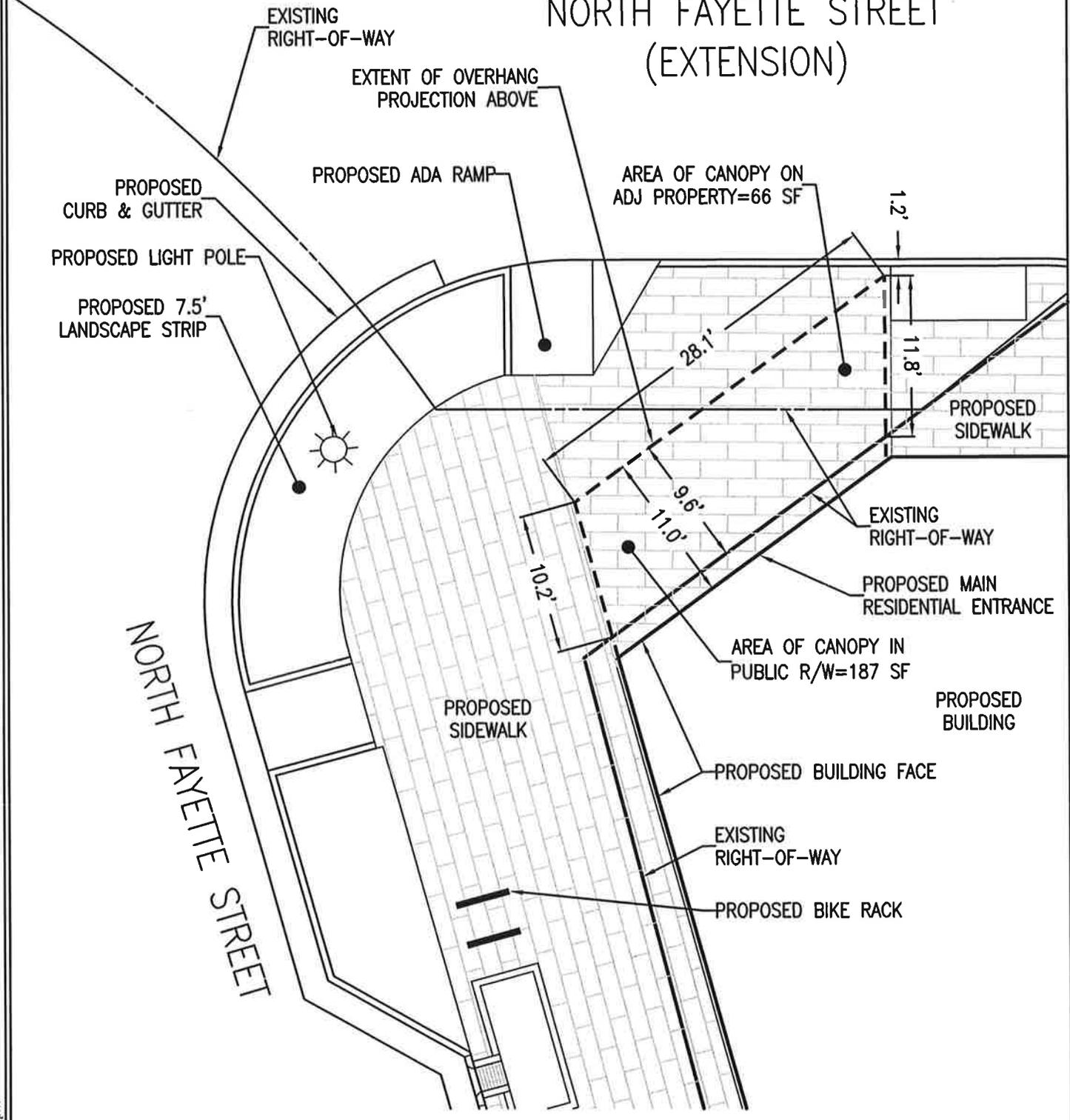
CANCELLATION: SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

| | |
|--|-------------------------------|
| NAME AND ADDRESS OF CERTIFICATE HOLDER City of Alexandria 301 King St Alexandria, VA 22314 | AUTHORIZED REPRESENTATIVE |
|--|-------------------------------|



NORTH FAYETTE STREET (EXTENSION)



DSUP #2017-0020
TAX PARCEL NUMBERS: 044.03-05-01

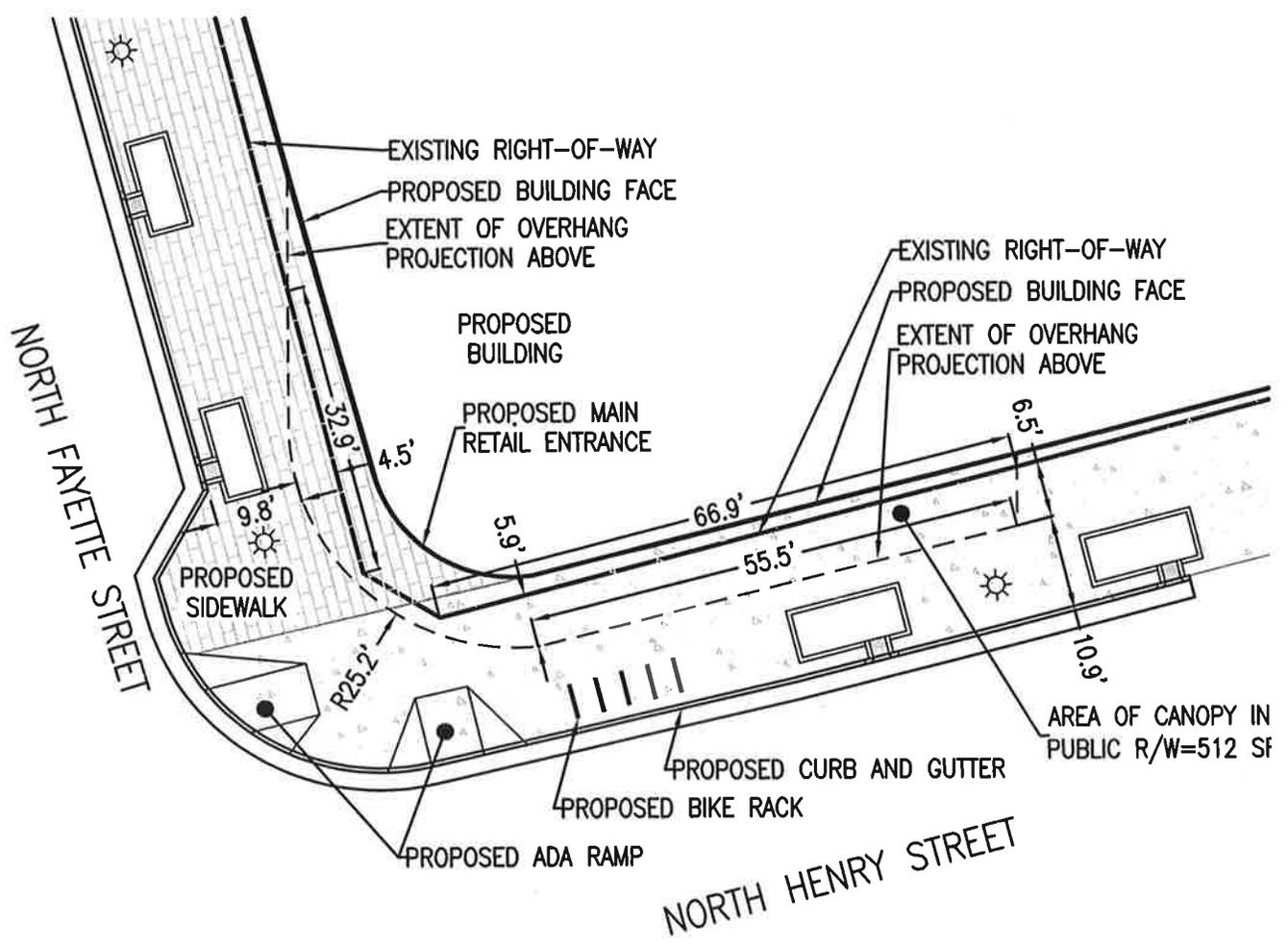
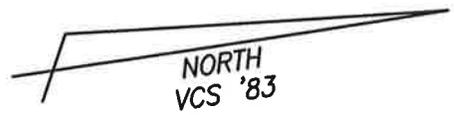


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Thu, Jun 14 2018 - 12:59:38pm

RC FIELDS & ASSOCIATES, INC.
ENGINEERING • LAND SURVEYING • PLANNING
730 S. Washington Street
Alexandria, Virginia 22314
www.rcassoc.com
(703) 549-6422

Encroachment Into Right-of-Way
ENCROACHMENT EXHIBIT
For the Property Located at
#1200 N. HENRY STREET
City of Alexandria, Virginia

| DATE | REVISION | DESIGN: ACS |
|------|----------|-----------------|
| | | DRAWN: BAD |
| | | SCALE: 1"=10' |
| | | DATE: JUNE 2018 |
| | | SHEET 1 OF 2 |
| | | FILE: 17-181 |



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Thu, Jun 14 2018 - 1:00:23pm

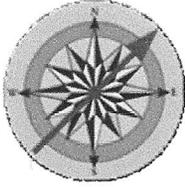
DSUP #2017-0020
TAX PARCEL NUMBERS: 044.03-05-01



RC FIELDS & ASSOCIATES, INC.
ENGINEERING • LAND SURVEYING • PLANNING
730 S. Washington Street
Alexandria, Virginia 22314
www.rcfassoc.com
(703) 549-6422

**Encroachment Into Right-of-Way
ENCROACHMENT EXHIBIT**
For the Property Located at
#1200 N. HENRY STREET
City of Alexandria, Virginia

| DATE | REVISION | DESIGN: ACS |
|------|----------|-----------------|
| | | DRAWN: BAD |
| | | SCALE: 1"=20' |
| | | DATE: JUNE 2018 |
| | | SHEET 2 OF 2 |
| | | FILE: 17-181 |



NorthEast Citizens' Association

September 3, 2018

Planning Commission
City Hall
301 King Street, Rm 2400
Alexandria, VA 22314

Re: Docket Item #21, 1200 and 1230 North Henry Street

Dear Planning Commission Members:

I am writing today to express the position and concerns of the Board of the NorthEast Citizens' Association (NECA) regarding Docket Item #21, the proposed development of the properties at 1200 and 1230 North Henry Street.

Although the plan proposed by the Applicant has many positive features and would, in many ways, constitute a substantial improvement over the existing use of the property, the proposed development plan does raise significant concerns for NorthEast Alexandria, in particular for those of our neighbors who live directly across Route 1 from the property, along Bashford Lane. Due to these concerns, the Board of NECA cannot support the proposed plan without further modifications to address the excessive height at the northernmost portion of the property, and other potential negative effects on our neighborhood.

1. The Project's North End Is Excessively High and Incompatible With Nearby Residences

Of greatest concern to the NECA Board is the proposed increase in permitted height from 70 feet to 85 feet, especially at the northernmost end of the project, where this extreme height will be closest to Route 1, and, more significantly to NorthEast, where this portion of the building will create an extreme disparity in height in comparison to the adjacent 2-story (approximately 20-foot tall) townhomes nearby in our neighborhood. We note that at the southernmost end of the project, which is across from Powhatan Park, where no residences exist along Route 1, considerable design work was done to remove from Route 1 the impact of the height and density of the building. Such design elements include a tiered gateway element in which the height of the building gradually ascends from 50'-4" to 71'-8" to its highest level on the back side at 85'. However, at the northernmost portion, where many of our neighbors reside immediately adjacent to or close to Route 1, only a modest effort was made to offset the effects of an 85-foot building towering directly across Route 1 from these residences. If built, this aspect of the development will present a jarring contrast from the nearby residences, and is in no way consistent with the character or scale of housing in NorthEast, over which it will loom. At the very least, the portion of the building adjacent to Bashford Lane should have been limited by the Applicant to 71'-8", with a step-down in height near Route 1 to 50 feet.

The Braddock Metro Neighborhood Plan was intended to prevent such jarring height disparities. It explicitly requires that the “design of new buildings along Fayette Street and Route 1 should respect the scale and character of the NorthEast neighborhood across Route 1 to the east.” BMNP at page 89. Placing an 85-foot-high tower directly across Route 1 from two-story townhouses plainly does not meet this requirement, and is far from the Plan’s recommended height limitation of 60 feet. The plan for this area should not be amended to permit this shocking disparity in mass and scale.

2. Where is the Gateway From the North?

This lack of attention to the impact on nearby NorthEast residents at the north end of the project also is reflected in the unremarkable, commonplace design of this portion of the building, which consists essentially of an 85-foot tower, and which is unadorned by distinguishing features other than a ground-level element with abstract depictions of the letters A and V formed from tubular metal support structures, which, in our view, cannot be considered a distinctive gateway feature. When presented to the NECA membership at a meeting to introduce the project, this feature was not recognized as a reference to Alexandria, Virginia, and its significance had to be pointed out and explained. Furthermore, this feature is unlikely to even be visible to those approaching the building from the north along Route 1 until well after they have crested the Monroe Avenue Bridge. More immediately visible will be the building’s balconies, on which the building’s residents can be expected to place bicycles and a variety of other items, and which we do not consider to be a distinguishing element.

Those approaching southbound along Route 1 over the bridge thus will not be greeted by an especially attractive building, nor will nearby residents of Northeast share a view as interesting or attractive as that proposed for the southern portion of the project. At most, they will be subjected to increased light and noise, and will find the evening sky overshadowed by the towering edifice. As noted at page 68 of the Braddock Metro Area Plan, this project “provides an opportunity to introduce unique architectural treatment at [the] northern end to form a major gateway into the neighborhood.” Note also that the plan (at page 108) refers to this area as “an important gateway into the Braddock Metro neighborhood *from the north along Route 1*” (emphasis added). Looking at the detailed design attention paid to the southernmost end of the project, one might think the designers thought the gateway was oriented the other way around. As currently designed, the gateway opportunity foreseen by the Braddock Metro Area plan has been completely missed.

3. The Project Exacerbates the Need for Powhatan Park Improvements

Given the limited amount of open space planned for the project area and vicinity, and the proximity of Powhatan Park in the NorthEast neighborhood, we also anticipate that the high density proposed for this and other new projects in the Braddock Metro Area will lead to a significant intensification of use of Powhatan Park. It is our understanding that although the BMNP acknowledges the need for improvements in this Park (Plan at page 45), there currently are no developer funds earmarked for such improvements stemming from the 1200 N. Henry project. This situation should be addressed through imposition of a requirement of significant funds dedicated to Powhatan Park improvements. (Dana Wedeles from the Parks and Rec advised NECA that at least \$250,000.00 is needed just to replace the cracked and broken cement surfaces and to add pathway lighting.)

4. The Project Increases the Need for Safe Crossings on Nearby Route 1.

The lure of Powhatan Park will also lead to significantly increased pedestrian travel to and from Powhatan Park across Route 1, highlighting the longstanding need for safe, controlled pedestrian access across Route 1 at this location. Installation of a traffic signal and controlled cross-walk should be made a high priority early in the development, and be made a requirement prior to completion of the 1200 N. Henry project in order to protect the safety of all citizens, young and old, living in this growing area. This will also be helpful in coordinating Route 1 improvements with the current planning for sidewalk and fence improvements within Powhatan Park along Route 1.

5. The Project Should Not Be Approved Without a Shortened, Proper North Gateway

In conclusion, although we appreciated many of the thoughtful design elements incorporated in the proposed project plan, and the inclusion of eco-friendly exterior tiles and other high-quality materials, we cannot support the lack of a proper gateway design at the northernmost end of the project, and we must insist in a reduction of the proposed height at this end to one more compatible with the nearby residences in NorthEast. If, despite our concerns, the existing plan is approved, we recommend that the City condition that approval on the installation of additional trees as a buffer on the eastern side of Route 1 to act as a visual, light and sound barrier for nearby residents, that storage of bicycles and other items be prohibited on the building's balconies (perhaps all rental agreements and any possible future condominium agreements should be required to prohibit bikes or other storage on balconies).

We thank you for your consideration of our thoughts and concerns.



Rick Cooper
President, NorthEast Citizen's Association

I Support The 1200 Henry Street Proposal

caponef <caponef@comcast.net>

Tue 9/4/2018 9:17 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Hello Planning Commission:

I live on the other side of the train tracks, but will still have plan view of the 1200 Henry Street building when construction is complete. I, 100% support, the 1200 Henry Street proposal. As you are aware, the current sight needs a major facelift combined with an increase in density. Let me know if you have any questions. I trust you will approve this proposal this evening.

Sincerely,

Frank Capone



Braddock Metro Citizens' Coalition

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

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

August 30, 2018

Chairwoman Mary Lyman
Planning Commissioners

Re: DSUP #2017-0020 by 1200 N Henry, LLC

Dear Chairwoman Lyman:

I am writing on behalf of the Braddock Metro Citizens' Coalition (BMCC) in support of DSUP #2017-0020 by 1200 N Henry, LLC. Planning Commission will be considering this request on September 4, 2018 and City Council will be considering this request on September 15, 2018.

The parcel currently exists of a nondescript one-story industrial flex building and stands as the gateway to Old Town Alexandria immediately south of the Monroe Street Bridge. This project site lies fully within in the boundary of the BMCC.

The proposal before you includes a new seven-story mixed use development including 115 residential units. We support the rezoning to CRMU-H and the DSUP to allow a 2.5 FAR, consistent with other developments in the area. The design appropriately steps down to the townhouses far across Route 1 while still allowing for the density that supports retail and community amenities and fits well with the scale of other planned development across N. Fayette.

To the neighborhood's benefit, the proposal includes at least 10,000 square feet designated for a day care center. This service is undoubtedly needed and well worth the density exclusion from the floor area ratio to have this in the neighborhood.

Consistent with the Braddock Metro SAP, the proposed development includes ground floor retail space and fully embraces the goals of transit-oriented development and a pedestrian-friendly environment including improved streetscape with new sidewalks, street trees, underground utilities and publicly accessible open space. The proposed ground floor retail along North Henry and North Fayette will help solidify the benefits of the extension of North Fayette Street under the Monroe Street Bridge which will knit together the growing Braddock neighborhood with Slaters Lane, helping to fulfill the goal of making our community walkable and bikeable. We strongly encourage an entrance to the retail off of or near N. Fayette.

The development includes 11 designated affordable units in exchange for bonus height and density, both of which are desired by this neighborhood this close to the metro. We would, however note that proximal to this site there will be nearly 100 units of affordable housing added when the new Carpenter's Shelter and the units above it are finished. There will also be an additional 37 units of affordable housing added to the neighborhood once the Ramsey development is completed, all of which will be for families



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with an income of up to 60% AMI. On this nearby site we would actually prefer the addition of work force units accommodating those residents with an income of up to 80% AMI to accommodate teachers, firemen, police officers, first responders and other residents that work in our City but can't afford to live here. We know that current bonus density rules permit up to 60% AMI but we continue to be concerned that the "missing middle", those individuals and families falling between 60% AMI and market rate, have virtually no options to live in the Braddock neighborhood. Between the Carpenter's Shelter and Ramsey redevelopments, we are adding a substantial number of affordable units at 60% AMI to our neighborhood but as of yet have not addressed workforce units. This is a good place to grant an exception to the bonus density regulations and allow these 11 (or more) units to be workforce units.

The applicant has met with the BMCC Board on numerous occasions and has incorporated changes based on our concerns and suggestions throughout the past year. The Braddock neighborhood is coming into its own as more residents move here and begin to fulfill the promise of the plan for a transit-oriented dense, diverse and walkable community. We believe that the proposed project is a great improvement to the neighborhood and will contribute much to the goals of the plan. We hope that you agree and we ask that you approve this request. We are very excited for this project to proceed.

With warm regard,

Judy Guse-Noritake, President

Braddock Metro Citizens' Coalition

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

Hello,

My name is Sarah Pearlstein and I am an Alexandria resident living on Bashford Lane in the Westover Neighborhood. I am excited for the redevelopment of this parcel across the street from my home, however, the current proposed design of the 1200 N Henry Development does not align with the approved urban design concept in the Braddock Neighborhood Plan and negatively impacts residents (such as myself) who live in Westover. I see three large issues with the proposal:

1. **The Gateway:** The design does not include a “gateway” on the northern most part of the site – it instead includes a tower that is not welcoming, nor attractive for those entering into the neighborhood from Potomac Yard to the North. The “gateway” to this building is located at the south portion of the building, which seems more appropriate to be along the north elevation to align with the Braddock Neighborhood Plan. **Recommended Solution** – Relocate the gateway from the south to the north portion of the building. This will also alleviate concerns outlined in #3.
2. **Maximum Height:** I do not recommend approval of the increase in the maximum allowable height on this parcel, as the site is directly across from homes that are only 20’ tall. The increase in height is not necessary to develop the area, and the redevelopment can still have a positive impact to the reuse of the site without going against the approved Braddock Neighborhood plan. This height negatively impacts my living environment on Bashford Lane. **Recommended Solution** – Do not approve requested height increase, although maintain affordable units in the premise as required.
3. **Setbacks:** During the process of approving the Braddock Neighborhood Plan, the maximum allowable height at the Northern Gateway was increased, however, it was done so with a careful consideration to the nearby historic fabric – the plan is explicit that the area must include a 12’ setback along the pedestrian walkway. The design proposed does not have a setback on the northern part of the site – it is 70’ tall directly on the pedestrian pathway. The height, without the setback negatively impacts the residents of Bashford Lane, such as myself. **Recommended Solution** – If concern #1 is resolved, this will also resolve this concern. Provide a setback throughout the entire south elevation of the building.

Additionally, I would recommend that the planning commission require the Braddock Gateway Phase 2 Development to phase the crosswalk and light at N. Fayette Street early in their redevelopment. This would help pedestrians from Westover and other communities more easily access the amenities across Route 1 safely.

Thank you,

Sarah Pearlstein

Bashford Lane

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 6, 2018

TO: CHAIRWOMAN LYMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, DEPARTMENT OF PLANNING AND ZONING

SUBJECT: DSUP#2017-00020 – 1200 N. HENRY STREET

Pages 12 & 13 of the Staff Report for Docket Item #21 describes the Braddock Metro Neighborhood Plan Development Contributions as they relate to the development proposal at 1200 N. Henry Street. The following chart is provided to clarify the monetary figures described in the Staff Report:

| Floor Area Tabulations | | |
|--|--|--|
| Site Area: 34,921 square feet | | |
| FAR Permitted: 2.5 x 34,921 = 87,305.5 net square feet | | |
| FAR Permitted w/Bonus Density: 3.25 x 34,921 = 113,493.25 net square feet | | |
| Bonus Square Footage (net): 26,191 square feet | | |
| Bonus Square Footage (gross): 31,953 square feet ¹ | | |
| Total FAR Proposed: 3.25 or 113,493 net square feet | | |
| Total Gross Square Footage Proposed: 139,253 square feet | | |
| Braddock Neighborhood Fund Contributions² | | |
| | Paid on Gross Square Feet (w/bonus square footage) | Paid on Gross Square Feet (w/o bonus square footage) |
| | \$682,339.70 | \$476,770.00 |
| Difference | \$205,569.70 | |

¹ Based on a conversion ratio of 1.22 gross square foot per 1 net square foot. The conversion ratio of 1.22 is determined by the gross square footage of 139,253 divided by the net square footage of 113,493.

² The non-catalyst contribution rate as of January 2018 is \$4.90/sf, which includes both the open space and community amenities fund. The rate is subject to adjustments as of January in the year that the contribution is paid (at Certificate of Occupancy).

The applicant provided the Planning Commission with a chart prior to the September 4, 2018 Planning Commission meeting which outlined the Applicant’s proposal to pay the developer contributions on the net square footage of the building, resulting in a difference of approximately \$255,000 between the Applicant’s proposal and Staff’s proposal.

The developer contribution rate established by City Council in 2009 based on the total gross square footage anticipated on the redevelopment sites. Subsequently, the two projects that have utilized bonus density within the Plan area (The Bradley and The Bloom (Carpenter’s Shelter redevelopment) have agreed to pay developer contributions on the projects’ gross square footage, including that resulting in affordable housing through the application of Section 7-700. Therefore, consistent with City policy and practice, Staff recommends that the applicant of 1200 N. Henry Street pay the developer contribution on the total gross square footage of the proposed project, including that achieved through density bonus and the day care exclusion.

The following attachment lists projects within the Braddock Metro Neighborhood Plan that have paid the developer contributions on the gross square footage of the building and those that are anticipated to at the time of their first certificate of occupancy.

Developer contributions toward the Braddock Open Space Fund and Braddock Community Amenities Fund are as follows:

| BRADDOCK METRO NEIGHBORHOOD PLAN IMPLEMENTATION FUNDS | | | | | | | | | |
|--|---|------------|--------------------|---------------------------|---|------------------------------------|--|--|--|
| DEVELOPER CONTRIBUTIONS | | | | | | | | | |
| Braddock Open Space Fund and Braddock Community Amenities Fund | | | | | | | | | |
| Development Project | Applicable Funding Tier (per 2009 funds policy) | Completion | As-Built Gross SF | Section 7-700 Utilization | Total Rate per Gross SF (includes both funds) | Total Developer Contributions date | | | |
| The Asher (621 Payne St) | Catalyst | 2012 | 221,875 | No | \$1.36 | \$301,750.00 | | | |
| The Belle Pre (800 N. Henry St) | Catalyst | 2013 | 360,524 | No | \$1.43 | \$515,549.32 | | | |
| The Bradley (1260 Braddock Place) | Non-Catalyst | 2014 | 149,306 | Yes* | \$4.67 | \$697,259.02 | | | |
| Braddock Gateway: Phase 1 (1219 First St) | Catalyst | 2017 | 256,207 | No | \$1.49 | \$381,748.00 | | | |
| Braddock Gateway: Phase 2 (1100 N. Fayette St) | Catalyst | FY20 | TBD | No | | | | | |
| Braddock Gateway: Phase 3 (1200 N. Fayette) | Non-Catalyst | TBD | TBD | | | | | | |
| The Slade (601 N Henry St) | | | | | | | | | |
| 1st CO | Non-Catalyst | 2018 | 14,392 | No | | \$69,082.00 | | | |
| 2nd CO | Non-Catalyst | 2018 | 20,466 | No | | \$100,284.00 | | | |
| 3rd CO | Non-Catalyst | FY19 | TBD | No | | | | | |
| Carpenter's Shelter (930 N Henry) | Non-Catalyst | FY20 | TBD | Yes* | | | | | |
| Route 1 Triangle Site (1200 N Henry) | Non-Catalyst | TBD | 139,253 (proposed) | Yes (proposed) | | | | | |
| TOTAL | | | | | | \$2,065,672.34 | | | |

* The Bradley utilized Section 7-700 of the zoning ordinance to increase height allowing provision of ten affordable housing units for a period of 40 years. The Carpenter's Shelter was approved to utilize Section 7-700 of the Zoning Code for an increase in allowable FAR for affordable housing.

Notes:

- Contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metropolitan Area. Contribution rates are calculated January 1st of each year.
- Contributions for all projects are calculated on the total as-built gross square footage (inclusive of square footage received through bonus density).
- The final contribution amounts are calculated by the Department of Planning and Zoning at the time of Certificate of Occupancy.





1200 NORTH HENRY ST. | ALEXANDRIA, VIRGINIA

1200 N Henry Braddock Contributions - September 4, 2018

| | Floor Area 87,302.5 sf | Total (GFA + Bonuses) 139,253 sf |
|------------------|---------------------------|--|
| Staff's Proposal | - | \$ 682,339.70 |
| Our Proposal | \$ 427,782.25 | - |
| Difference | | \$ 254,557.45 |

The gross floor area without the day care and affordable housing bonuses is 95,783 sf. This would be a contribution of \$469,336.70.

The non-catalyst contribution rate is \$4.90/sf, which includes both the open space and community amenities fund. This is escalated as of January 2018. The rate is escalated as of January in the year that the contribution is paid (at Certificate of Occupancy)