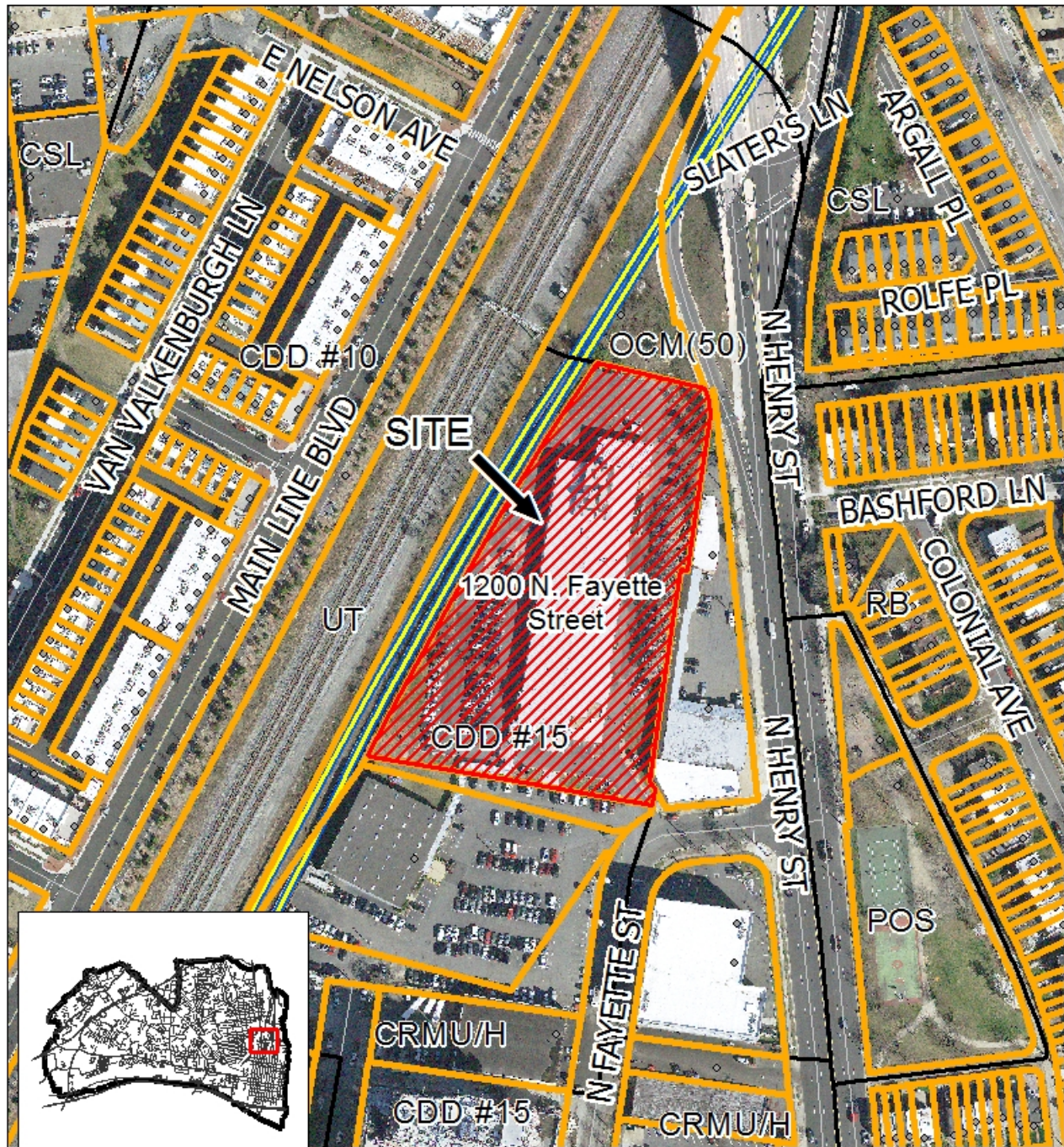


DOCKET ITEM #3
Development Special Use Permit #2018-0007
Transportation Management Plan SUP#2018-0062
1200 N. Fayette Street – Braddock Gateway Phase III

Application	General Data	
Project Name: Braddock Gateway Phase III	PC Hearing:	December 6, 2018
	CC Hearing:	December 15, 2018
	If approved, DSUP Expiration:	December 15, 2021
	Plan Acreage:	2.58 acres (112,375 SF)
Location: 1200 N. Fayette Street	Zone:	Coordinated Development District #15/CDD #15
	Proposed Use:	Mixed-Use (Residential/Retail)
	Dwelling Units:	370
	Gross Floor Area:	336,358 SF (residential & retail) 138,820 SF (parking garage)
Applicant: CP VI Braddock Station LLC	Small Area Plan:	Braddock Metro Neighborhood Plan
	Historic District:	N/A
	Green Building:	Compliance with City's Green Building Policy

Purpose of Application
Consideration of a request to demolish an existing warehouse/church to construct a multi-family building with ground floor retail and a new street network.
Special Use Permits and Modifications Requested:
1. A development special use permit and site plan to construct a multi-family building with ground floor retail. 2. A modification to the vision clearance required pursuant to Section 7-800. 3. A special use permit for a Transportation Management Plan.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert Kerns, AICP, Chief of Development; robert.kerns@alexandriava.gov Gary Wagner, PLA, Principal Planner; gary.wagner@alexandriava.gov Stephanie Free, PLA, LEED GA, Urban Planner III; stephanie.free@alexandriava.gov



**Development Special Use Permit #2018-0007,
Transportation Management Plan Special Use
Permit #2018-0062
1200 N. Fayette Street**



0 80 160 320 Feet

I. SUMMARY

A. Recommendation

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

- Redevelopment of a current warehouse facility with a new, mixed-use, LEED certified (or equivalent) building designed with high-quality architectural elements and materials;
- Neighborhood-serving retail;
- Construction of a new public pocket park on the adjacent parcel to the north;
- Monetary contributions to the Braddock Neighborhood Amenities and Open Space Funds;
- Construction of an off-street shared pedestrian and bicycle pathway that enhances connectivity to the Braddock Metro Station;
- Extension of N. Fayette Street to Slaters Lane with streetscape improvements;
- An approximately \$1 million monetary contribution to the Affordable Housing Trust Fund and 4 affordable set-aside rental units;
- A \$40,000 monetary contribution to the City’s Capital Bikeshare fund; and
- Public art elements incorporated on-site consistent with the City’s Public Art Policy equivalent to a value of at least \$75,000.

B. General Project Description

The applicant, CP VI Braddock Station LLC, is proposing to construct a mixed-use building with two distinct footprints containing 370 apartment units and approximately 2,700 square feet of ground floor retail. As part of this proposal, the applicant requests the following approvals:

- A development special use permit and site plan to construct a multi-family building with ground floor retail.
- A modification to the vision clearance required as set forth in Section 7-800.
- A special use permit for a Transportation Management Plan.

The following key issues were evaluated as part of Staff’s analysis and are discussed in further detail within this report:

- Conformance with the Braddock Metro Neighborhood Plan
- Architectural design and building materials
- On- and off-site open space
- Program of the pocket park adjacent to the site
- Pedestrian and streetscape improvements

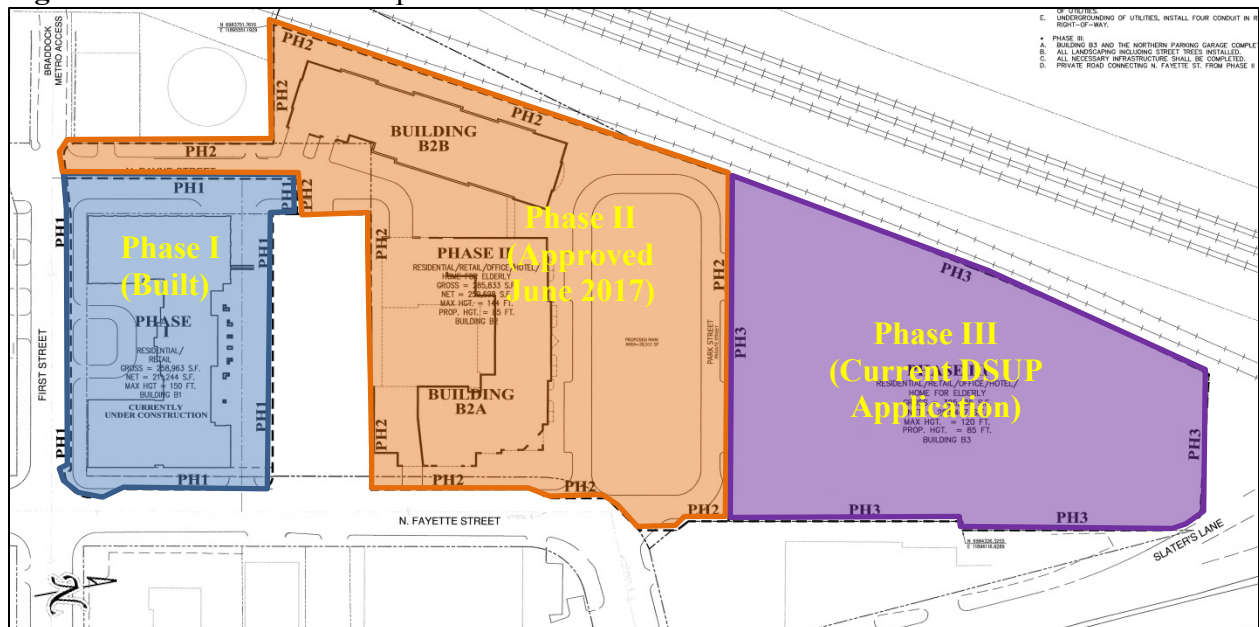
- Compliance with City policies
- Affordable Housing
- Parking
- Traffic
- Coordination with the proposed development at 1200 N. Henry Street
- Special Use Permit and Modification requests
- Community Outreach

II. BACKGROUND

A. Site Context

The Braddock Gateway Phase III development site is located within Coordinated Development District (CDD) #15 which is comprised of 7 acres bound by the WMATA metro and CSX rail tracks to the west, N. Fayette Street to the east, First Street to the south and a parcel zoned Public Open Space (POS) to the north. This CDD is divided into 3 phases that will develop sequentially. The Dalton, also known as Braddock Gateway Phase I (“Phase I”), recently completed construction and the Braddock Gateway Phase II (“Phase II”) development proposal (DSUP #2016-0040) was approved by City Council in June 2017 and is currently in Final Site Plan review. The subject application, Braddock Gateway Phase III, is the final phase to develop within this CDD.

Figure 1: CDD #15 Phase Map



The Phase III development site measures approximately 2.57 acres and is the northernmost development site within CDD #15. The site has immediate access from North Henry Street and is located within DASH bus transitway. The topography slopes

gradually from east to west, accommodating an existing warehouse which is currently used by the Metro Church and a large surface parking lot. Some existing vegetation is located on the site in the form of trees planted within existing parking islands and along the eastern edge of the property where the future extension of N. Fayette Street will be constructed. This vegetation will be removed with development of Phase III while two trees currently located immediately adjacent to the site on City property are intended to be preserved.

Phase III is bound by the future neighborhood park and loop road to the south, the future extension of North Fayette Street to the east, the Metro and CSX rail tracks to the west and an open space parcel to the north. The park and loop road will be constructed with the development of Phase II and the extension of North Fayette Street will be constructed with the development of Phase III. The future North Fayette Street extension will become the physical divide between this development and the development located immediately east, which is the mixed-use project at 1200 N. Henry Street (DSUP #2017-0020) that was approved by City Council in September 2018. This development at 1200 N. Henry Street will utilize the N. Fayette Street extension for access to parking and loading for its building. Further discussion of this arrangement is provided in the Staff Analysis section of this report.

B. Project Evolution

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

2008 – Original Approval: The applicant approached the City in 2005 with a proposal for a mixed-use development on the southernmost one-acre portion of the property. Subsequent to the initial plan submission, the applicant acquired 6 additional acres north of the one-acre site. Accordingly, Staff encouraged the applicant to consider a coordinated development for the overall site. During these early discussions, the Braddock Metro Neighborhood planning process commenced and the notion of increased height and density on this site, as well as the provision of a large public open space was discussed by the community. As a result of these discussions, the applicant proposed a conceptual development plan with coordinated site design, increased building heights, public open space, underground parking, and other public benefits. CDD #15 and the Braddock Metro Neighborhood SAP were both approved at the March 2008 City Council hearing. It was agreed that the CDD complied with the new Braddock Metro Neighborhood SAP principals and policies.

2011 – CDD Amendments: Shortly after the original 2008 approval, the global economy slowed and the impacts of the recession took its toll on development projects in the City and the region. To facilitate redevelopment in the midst of the deteriorating economic conditions, the applicant proposed a series of amendments to the CDD that were approved by City Council in September 2011. The amendments included; (1) changes to phasing and timing of the development and associated infrastructure improvements such that the

building closest to the Braddock Metro Station could develop first, (2) a reduction in the parking ratio of the first building to be consistent with the Braddock Metro Neighborhood Plan, (3) waiving the inflation adjustment for the affordable housing contribution by 10 years, (4) updating the Transportation Management Plan requirements to align with newly adopted City standards at that time, (5) increasing the green building requirements of the CDD to meet the City's Green Building Policy which was adopted after the original 2008 CDD approval, (5) the addition of stormwater and sanitary sewer infrastructure conditions that align with the City's Eco-City Charter, and (6) technical revisions to the conditions to remove DSUP-level requirements from the CDD.

2011 – Phase I DSUP: Concurrent with the 2011 CDD Amendments, the developer received approval to move forward with the Phase I DSUP for the CDD in September 2011 (DSUP2011-0002). Phase I is located on a 1-acre parcel in the southern portion of the CDD, and when completed will include a 15-story apartment building with 270 residential units and 1,500 square feet of retail space on the ground-level.

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

2014 – Phase I DSUP Extension: The Final Site Plan process for the Phase I DSUP was completed in 2012 and Building Permits were released shortly thereafter. Construction was delayed due to economic uncertainty and financial restructuring within the development team. The applicant was granted a 3-year DSUP extension in September 2014, and has since completed construction in Fall of 2017.

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

2017 – Phase II DSUP: City Council approved the revised Phase II DSUP in June 2017 (DSUP2016-0040) following its previous DSUP expiration in 2015. Phase II is located on

a 3.12 acre parcel located between the development sites for Phase I, to the south, and Phase III, to the north. The proposal for Phase II includes 258 multi-family residential units and approximately 8,100 square feet of retail. This phase also includes construction of major open space and infrastructure improvements including a 28,511 square foot community park, new loop road which will surround the park, and installation of a fully operation traffic signal and crossing at the intersection of N. Fayette Street and Route 1. Phase II is currently in the Final Site Plan review stage with construction slated to begin in the next calendar year.

C. Detailed Project Description

The applicant, CP VI Braddock Station LLC, proposes to demolish an existing two-story brick and frame warehouse located at 1200 N. Fayette Street to construct a mixed-use building with 370 multifamily residential apartment units and approximately 2,700 square feet of ground-floor retail. Infrastructure, streetscape and open space improvements are also proposed with this development application, including the extension of North Fayette Street to Slaters Lane and construction of a new public pocket park on the adjacent parcel that is owned by the City.

The proposed development will consist of two building footprints over a 2-level underground parking garage with 337 parking spaces. The southern building footprint is identified as Building 3A and the building footprint to the north is identified as Building 3B. The buildings are separated by a shared alley that provides access to the parking garage and loading docks, and pedestrian/bicyclist circulation between N. Fayette Street and the Phase I and II developments located to the south. The northern building has a proposed maximum height of approximately 82 feet and the southern building has a proposed maximum height of approximately 83 feet. Both the proposed building footprints and heights are consistent with the CDD amendments approved by City Council in 2016 as described in the previous section.

Building 3A consists of residential apartments, a lobby and related residential amenities, and a retail space located at the south east corner of the ground floor. The primary residential lobby is centrally located on the south side of the building facing the community park which will be completed with development of Phase II. A private, outdoor amenity space is located at the north east corner of this building on the first floor, facing the alley and the extension of N. Fayette Street. The parking garage entrance and loading spaces are also located within Building 3A with access from the shared alley which separates Building 3A and Building 3B.

Building 3B will consist of residential apartments, a lobby and related residential amenities. The primary residential lobby for this building is located on the east side of the building, facing the extension of N. Fayette Street. A one-way, vehicular court with special paving is located between the extended N. Fayette Street and the primary residential entrance that will facilitate pick-up and drop-off activities off of N. Fayette Street. This building also includes outdoor amenities for use by building residents,

including a swimming pool on the west side of the building to maximize its exposure to afternoon sunlight.

North Fayette Street will be extended and to intersect with Slaters Lane with construction of this development. This extension will be privately owned with a public access easement and continue the existing two-way traffic pattern of N. Fayette Street up to the main entrance of Building 3B. At this point the street will transition to a one-way configuration, providing access to southbound vehicles, including buses, from Slaters Lane. The extension will also accommodate cyclists with painted sharrows and a dedicated slip lane for bikes as the extension approaches the intersection with Slaters Lane.

The streetscape improvements on the west side of the N. Fayette Street extension will include standard street tree wells with enlarged soil panels and brick sidewalks consistent with the design guidelines of the Braddock Metro Neighborhood Plan (BMNP). The streetscape improvements on the east side of the extension will be completed with the development of 1200 N. Henry Street (DSUP #2017-0020) except for at the northern tip of the extension where it intersects with Slaters Lane, which will be completed with the current application.

The streetscape improvements continue around the south side of Building 3A with brick sidewalks at the retail entrance and concrete sidewalks flanked with planting beds extending west to the shared pedestrian/bicycle travel way that borders the western edge Building 3A. This shared travel way turns east, through the alley and connecting to the N. Fayette Street extension, further enhancing pedestrian and bicycle circulation to and throughout the site.

Further, the applicant has agreed to design and construct a pocket park on the parcel located immediately to the north of Building 3B, which is zoned Public Open Space (POS). The park will include passive open space elements including a pathway which connects to the sidewalk on Slaters Lane, planting areas, shade trees, benches, an open lawn and informal play areas designated for children. A detailed description of the park's design and use is provided in the Staff Analysis section of this report.

III. ZONING

Table 1: Zoning Information

Property Address:	1200 N. Fayette Street
Total Site Area:	112,375 square feet (2.58 acres)
Zone:	CDD #15 (Coordinated Development District)
Current Use:	Office/Commercial Warehouse
Proposed Use:	Mixed Use – Residential and Retail

	Permitted/Required	Proposed
CDD #15 (Phase I, II, III) Gross Floor Area	884,322 square feet	871,856 square feet
CDD #15 (Phase I, II, III) Net Floor Area*	770,000 square feet	755,744 square feet
Phase III Gross Floor Area	336,358 square feet	296,037 square feet
Phase III Net Floor Area	293,447 square feet	296,037 square feet
Height	120 feet	83 feet, 1-5/8 inches (Building 3A) 82 feet, 1-3/4 inches (Building 3B)
Setbacks	N/A	N/A
Open Space:	35% (39,332 square feet)	36.1% (40,623 square feet)
Parking	Residential: 330 Retail/Restaurant: 5 spaces	Residential: 337 spaces Retail/Restaurant: 5 spaces
Loading spaces:	1 space	2 spaces

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

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

The original 2008 CDD Concept Plan for Braddock Gateway was developed concurrently with the Braddock Metro Neighborhood Plan (BMNP) and was closely aligned with the goals and vision for the neighborhood. The proposed DSUP for Phase III is a direct implementation of the CDD and the Plan. The proposed development complies with the principles of the Plan, including the following areas:

- Pedestrian-oriented blocks:** The existing street grid in the Plan area provides the foundation for creating a pedestrian oriented environment. The BMNP describes this grid as “a network of relatively tight, 350 foot by 250 foot blocks separated mostly by two-laned streets promotes walking and is central to creating the neighborhood’s prevailing character and sense of place” (page 35). The proposal for Phase III will expand the neighborhood street grid to the north and increase the pedestrian and bicycle network through streetscape improvements along the extended N. Fayette Street and construction of an off-street, shared pedestrian/bicycle pathway which enhances the connection to the Braddock Metro station.

- **Building Height and Scale on Fayette:** The proposed maximum height of 83 feet is in compliance with the maximums prescribed by the plan (page 93). Additionally, building shoulders remain part of the design along the extension of N. Fayette Street, provided at the sixth floor of Building 3B and the third floor of Building 3A, as called for by the Plan to promote a softer, more pedestrian scale experience on the street (page 37, 92). These building shoulders also relate in scale to those on the Phase II building which is one block south of this development and bookends the southern edge of the community park.
- **Neighborhood Serving Retail:** The proposal includes approximately 2,700 square feet of new ground floor retail fronting onto the extension of N. Fayette Street and a portion of the new community park. The Plan calls for additional neighborhood serving retail in the community and specifies the location proposed with this DSUP (page 48, 51). In total the CDD will have over 18,000 square feet of retail at full build-out between the three phases.
- **Fayette Street as a “Walking Street”:** The Plan identifies the segment of Fayette Street between Queen Street and Route 1 as a neighborhood “walking street” (page 37). Several specific design features identified in the Plan are incorporated into this DSUP such as building shoulders, active uses on the ground floor, ample sidewalks, street trees, and bicycle facilities. These elements will help create a walkable and pedestrian oriented environment along N. Fayette Street.
- **Braddock Neighborhood Funds:** 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. The money contributed to the Open Space Fund is dedicated to implementation of a new neighborhood park in the heart of the BMNP plan area, located at the current United States Post Office site bound by Fayette, Wythe, Henry, and Pendleton Streets. The amount contributed to the Community Amenities Fund is designated for improvements to “Walking Streets” as designated by the Plan and attracting and retaining neighborhood-serving retail. Since establishment of the funds, 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.

Per the Small Area Plan and the conditions of CDD#15, the Phase III development is to provide monetary contributions to these funds based upon the catalyst rate established by the contribution policy for the Jaguar site. As a result, Phase III would have a contribution of \$356,539.48 (in 2018 dollars) for the Braddock Open Space Fund and \$154,724.68 (in 2018 dollars) for the Braddock Community

Amenities Fund. Contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area; therefore, the total amount contributed for each fund will be recalculated based on the current CPI-U at the time of issuance of the first certificate of occupancy.

B. Design Elements

Site Design and Open Space

The amount and type of open space proposed with Phase III is consistent with the requirements of CDD #15 and the BMNP. Per the BMNP, the primary open space within the CDD shall be the community park located between Phase II and Phase III. This park is included in the DSUP approval of Phase II (DSUP #2016-0040), measuring approximately 28,000 square feet which contributes to the majority of the 35 percent open space required within the CDD.

As shown in Table 2 below, the open space provided in total of the 3 phases exceeds the minimum 35 percent required within the CDD. Further, the open space provided on-site in Phase III contributes to more than one-third of this requirement.

Table 2: CDD #15 - Overall Open Space

Phase	Site Area	Open Space Provided	Open Space Required
Phase I	43,642 SF	13,700 SF (31.52%)	102,197 SF (35%)³
Phase II	135,853 SF	57,412 SF (42.26%) ¹	
Phase III ²	112,375 SF	40,623 SF (36.15%)	
Total	291,690 SF	111,735 SF (38.31%)	

¹ Includes an approximately 28,500 square foot park as required with delivery of Phase II.

² Current application.

³ Total open space required in CDD #15 is cumulative of the 3 development phases.

Of the 36.15 percent open space proposed with Phase III, 91.4 percent is provided on-grade and 8.6 percent is provided above grade. The CDD Concept Plan allows above-grade open space to contribute towards the overall 35 percent requirement, with the final ratios of ground level and rooftop open space to be determined with the DSUP approval for each phase. Table 3 illustrates the types of open space provided with this current application and the associated percentages.

Table 3: Braddock Gateway Phase III – Open Space Provided

Location	Type	Area	Percentage of Provided Open Space
On-grade	Publicly Accessible	28,219 SF	69.46%

On-grade	Private	8,926 SF	21.98%
Above-grade	Private	3,478 SF	8.56%
Total	40,623 SF		100%

Condition #8b of CDD #15 further outlines “Gateway Open Space” requirements for Phase III to include vehicular, bicycle, and pedestrian access to the plan area by extending N. Fayette Street to Slaters Lane. With approval of this application, the applicant will construct the extension of N. Fayette Street with accommodations for bicyclists and streetscape improvements which is described in further detail in Section C of this report. Further, as mentioned above, the CDD conditions stipulate that building courtyards shall be designed to function as high-quality usable open space for the residents. The applicant demonstrates compliance with this condition through design of the interior courtyards as amenity spaces with a swimming pool, grilling stations, and seating areas to promote usability of these spaces.

Additionally, a City-owned Public Open Space (POS) parcel is located immediately north of the project site. Through review of the project’s concept plans it was realized that the applicant will need a grading easement on a significant portion of this property to construct the extension of N. Fayette Street and Building 3B. Since clearing, grading, and stabilization of this parcel is required for the grading easement, interest was raised by the community for the applicant to further improve this site for utilization as a fenced-in dog park.

Staff evaluated this site for compliance with the design guidelines of the City’s Dog Park Master Plan and determined that this parcel is not large enough to construct a fenced-in, off-leash dog park as requested by the community. Although Staff recognizes the community’s interest in a dog park at this location, significant safety concerns are raised when a fenced-in dog park is an undersized. Since an off-leash dog park is determined infeasible on this site, Staff worked with the applicant to develop a concept for a pocket park at this location. The applicant’s design team produced a sketch of the concept for this pocket park (Attachment #1) which was shared with community groups including the Braddock Implementation Advisory Group (BIAG), the Braddock Metro Citizen’s Coalition (BMCC), and the West Old Town Civic Association (WOTCA).

The design and program of this pocket park does not preclude the public from walking dogs on-leash within this space. A pet waste station will be provided to signal to the community that dog walking is welcome. The design of the park also includes an accessible pathway which connects to the sidewalk on Slater’s Lane, an open lawn area, benches, shade trees, and designated play areas for children.

The applicant is aware of the additional demand for dog relief areas with the delivery of Phase II and Phase III. As such, a designated area for dogs is planned for within the central community park that will be constructed with Phase II. A grassy, linear space located on-site to the west of Buildings 3A and 3B may also be utilized for resident dog

walking. To manage dog use of the common areas meant for pedestrians and other patrons, it is anticipated that the management companies for each respective building will monitor the dog relief areas and will restrict areas such as tree wells, planting beds and open lawn areas meant for passive recreation as dog relief areas.

The applicant has agreed to design and construct this park, with continued maintenance for 3 years in recognition that this space will be heavily utilized residents of the Braddock Gateway development. Since this pocket park is located off-site and on public land, it does not contribute to the applicant's open space requirements. However, with 82 more units proposed with Phase III than originally anticipated in the CDD Concept Plan¹, the applicant's park improvements to this public parcel will assist in offsetting some of the impacts to the community open space park that will be delivered with Phase II.

Building Design

As previously described, the building is designed as two separate footprints over a common below-grade parking structure. The building footprints are divided by a 34-foot wide shared alleyway which will provide access to parking and loading, and a differentiated pathway for pedestrians and bicyclists.

Stylistically, both buildings continue cues from the Phase 2A building located across the central park to the south, most notably elements that recall the Art Deco or Streamline Modern styles that were prevalent in the neighborhood previously. The two buildings in Phase 3, however, show a slightly more subdued vocabulary and expression, and for the areas that do not face primary street or park frontages, project an image that is more in keeping with turn-of-the-century industrial or warehouse buildings that are found along rail corridors such as this.

The southern building, Building 3A (shown as blue in Figure 2), is generally "T" shaped, with the longest building axis oriented east-west and a projection centrally located to the north. This building has a maximum height of approximately 83 feet with "shoulders" which step down to a height of approximately 30 feet along the extended N. Fayette Street. The highly visible south and east facades have a primarily vertical expression. The south façade, which fronts the community park, has 3 distinct forms articulated by deep recesses between each form. The central form is the widest of the 3, with a recessed slot that expresses the main residential lobby entrance flanked by two masonry volumes. This formal, symmetrical massing is an intentional response to the previously-approved Phase II building across the new park, to define the park as a strong outdoor "room" with a legible focus. The first two floors of this building have a more horizontal expression, with the glassiest portions concentrated at the retail space which fronts the community park. The glass expression wraps the building corner from the south to the north along N. Fayette Street, reinforcing the retail presence on the east façade. The deep recesses and horizontal expression of the first two floors continue around the west and north facades,

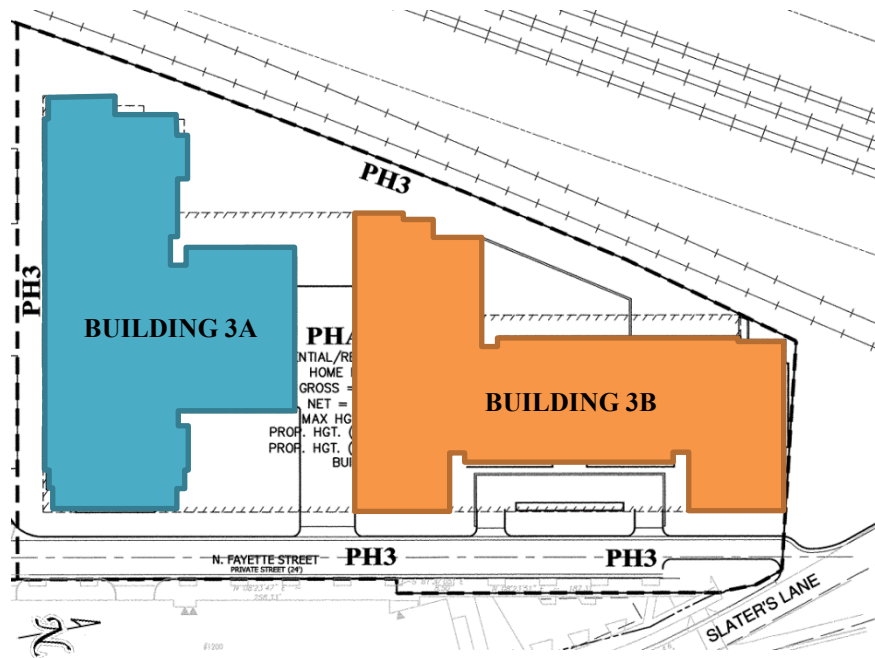
¹ The CDD Concept Plan for Braddock Gateway allows the final number of units to be determined during the DSUP process for each phase.

with the verticality of the upper floors of these facades topped with gray paneling. Due to the limited visibility of the west and north facades of Building 3A, Staff worked with the applicant to maximize masonry and metal materials on the south and east facades with some allowance for fiber-cement paneling where it is less visible. The material colors are primarily warm tones with cream and brown hues intermixed with gray paneling that provide contrast. The brown masonry creates a banding effect which assists with breaking down the scale and defining the base of the building.

The north building, Building 3B (shown as orange in Figure 2), is generally “L” shaped with the longest axis oriented north-south and focused on N. Fayette Street. This building has a maximum height of approximately 82 feet with “shoulders” which step down to approximately 58 feet along the extended N. Fayette Street. The highly visible north façade serves as a gateway element as called for in the BMNP, featuring a highly articulated central “tower” volume that spans from the second floor to the top floor of the building. This volume consists of glazing surrounded with highly detailed metal panel forms and projects approximately 3 feet beyond the adjacent building façade materials. The east building façade is also highly visible as it fronts the extension of N. Fayette Street. This façade is defined by two volumes that project east at the north and south ends, creating a deep recess in the central portion of the façade which accommodates a ground level courtyard designed as a vehicular pick-up and drop-off area with special paving. Elements of the north “tower” motif are repeated along the east side, at the top two floors to reinforce the north and south projecting wings, and full-height at the center, to signal the presence of the drop-off and north lobby entrance. The upper 2 floors of this facade are clad with gray paneling that continues down the center of the façade to meet the residential lobby entrance on the first floor. In contrast, the first 5 floors are clad with red brick, accentuating the stepping height of the building.

The brick material on the first 5 floors continues around the less visible south and west facades, with gray paneling primarily utilized at the first 2 floors of the building and extended vertically at periodic interruptions of the brick to demarcate secondary entrances to the building and relate to the north and east facades. Following submission of the Preliminary Plan, the applicant contacted Staff to discuss revisions to the materials of Building 3B. The applicant described significant concerns for the project’s viability if some costs are not recouped due to the rising construction costs of today’s economy. Staff reviewed the revised materials in detail and worked closely with the applicant to ensure that any substitutions do not sacrifice the overall architectural and aesthetic quality of the building. This was done by limiting substitutions of metal for fiber cement paneling to the least visible facades to the south, facing the alley, and west, facing the metro tracks. Some fiber cement paneling is substituted for metal panel on the east façade; however, this area is set back from the road and only occurs on the recessed portion of the upper floors on the building, where its visibility is further minimized by the presence of a freestanding pergola at the seventh floor. Overall, the most prominent and visible areas of the building materiality remain unchanged, including the gateway feature and the most visible portions of the east façade. Graphics which diagram the changes are included as Attachments #2 and #3 at the end of this report.

Figure 2 – Building Footprints



C. Pedestrian and Streetscape Improvements

The proposed Phase III development has two primary street frontages. To the south, a loop road which surrounds the future community park will be constructed with the development of Phase II. To the east, the development fronts N. Fayette Street which will be extended to intersect with Slaters Lane. Both streets will be privately owned with public access. The development of Phase III will complete streetscape improvements along both frontages to include the sidewalk, street tree wells, and planting beds located between the curb and the building.

A 14-foot wide brick sidewalk is proposed along the N. Fayette Street extension between the west curb and the building. Standard 4-foot by 10-foot tree wells are regularly spaced along the street with expanded areas of soil beneath the sidewalk and evergreen ground cover planting proposed in the exposed surface area of the tree wells. The brick sidewalk wraps the site's southeast corner, extending west to engage the primary retail entrance which fronts the future community park. The sidewalk continues along the north side of the loop road with a 6-foot wide concrete surface that is interrupted at the main entrance to Building 3A's residential lobby with special paving. Planting beds are proposed on both sides of the concrete sidewalk with a variety of shrubs and perennials in addition to street trees as recommended by the design guidelines.

Another significant feature proposed with this development is a publicly accessible off-street, shared pedestrian/bicycle pathway. Within Phase III, this pathway provides a connection between the extension of N. Fayette Street and the west side of the property

through the shared alley which divides Buildings 3A and 3B. The pathway then continues south along the site's western edge where it connects with the portion of this pathway to be constructed with Phase II. This pathway will be treated with special paving materials and bollard lights will line its edge for safe travel in the evening hours.

D. Compliance with City 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

Public Art Policy

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. The applicant has indicated that on-site public art will be incorporated into the design of the project with a value of at least \$75,000. Staff will continue to work with the applicant on the details of the public art design and location during the final site plan process.

Affordable Housing Policy

As part of the development approval process for CDD #15 in 2008, the applicant agreed to provide a voluntary \$5 million contribution to the Housing Trust Fund to be paid proportionately as each development requested certificates of occupancy. This contribution was more than double the standard contribution based on the developer-endorsed formula in effect at that time. With the amendment to the CDD in 2015 (CDD 2015-0005), the timing of the housing contribution was adjusted with the first phase of the project to provide a \$1 million contribution and the remaining \$4 million to be paid proportionately through the remaining two phases. Under this agreement, a monetary contribution to the Housing Trust Fund in the amount of \$2.16 million would be anticipated with Phase III equal to 54% of the remaining two phases of the Braddock Gateway project. (Phase II committed an affordable housing contribution valued at \$1.84 million through the approval of DSUP 2016-00040 in June 2017.)

At the time of approval of the CDD amendments in 2015, City Council expressed an interest in securing affordable units on-site in lieu of a monetary contribution. In response to this guidance and consistent with the Housing Master Plan's recommendation to focus affordable housing efforts in areas near transit and with the greatest potential for increased density and mixed-use development, Staff explored with the applicant the option to provide some on-site affordable housing opportunities. As a result, the applicant

agreed to pursue the same approach in Phase III as it did with Phase II and provide one half of the project's affordable housing contribution in the form of a monetary contribution to the Housing Trust Fund. Pursuant to the Braddock Metro Neighborhood Plan, these funds (\$1,080,000) reflect the portion of the contribution to be reserved for potential future offsite ARHA replacement units. The reservation will be maintained pending completion of the redevelopment of all Braddock area ARHA properties. (It is noted that pursuant to CDD 2015-00005, Condition #54, the value of contributions to the Housing Trust Fund associated with certificates of occupancy requested on or after September 18, 2021 will be adjusted so that they are made in 2011 dollars.)

The balance of the project's affordable housing contribution will be provided in the form of four onsite affordable rental units; the applicant estimated the value of the units to be \$1,143,916 or \$63,916 more than the balance of the contribution (\$1,080,000). The units (two one-bedrooms and two two-bedrooms) will be affordable to households with incomes at 60% of the area median income (AMI) which equates to \$46,380 and \$66,180 for households of one and four persons, respectively (Source: HUD, 2017) and will remain affordable for a 40-year period.

At its June 27, 2018 meeting, the Alexandria Housing Affordability Advisory Committee (AHAAC) unanimously voted to support the applicant's affordable housing plan.

E. Parking & Loading

This proposal satisfies the CDD condition which requires retail parking to meet the ratio recommend by the BMNP and residential parking to meet the multi-family residential standards as required by the Zoning Ordinance. Retail parking is accommodated on-street and residential parking is provided within the below-grade parking garage pursuant to the following calculations:

Table 4 – Parking Calculations

Residential Parking		
	Market Rate Units	Affordable Units
Number of Units	366	4
Number of Bed Rooms	458	N/A
Base Ratio	0.8*	.75
Base Maximum # Spaces	293	3
Credits		
Proximity to BRT	0%	0%
Walkability Index	5%	5%
4 or more bus routes	5%	5%
20% or more studios	0%	0%
Braddock Metro Walkshed**	N/A	10%
Total Credits	10%	20%

Resulting Ratio	0.72 spaces per bedroom	.60 per unit
Resulting Minimum # Spaces	330	3
Parking Spaces Required	333	
Parking Spaces Provided	337	
Retail Parking		
Total Retail Square Footage: 2,694 - 1,200 = 1,494 square feet***		
	Required	Provided
Ratio	3 spaces per 1,000 sf	3 spaces per 1,000 sf
Number of Spaces	5	5

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

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

*** Per the BMNP, the first 1,200 square feet of retail may be exempt from the retail parking requirements.

Further, 2 loading spaces are provided with Building 3A, which exceeds the minimum requirement of 1 loading space for this project. These spaces are accessed off of the alley which divides the Building 3A and Building 3B footprints to prevent conflicts with loading/unloading activities on the N. Fayette Street extension.

D. North. Fayette Street and Coordination with 1200 N. Henry Street

Conditions of CDD #15 require Phase III to construct the extension of N. Fayette Street to connect with Slaters Lane and provide a public access easement over this extension. The conditions further require the applicant of Phase III to provide, at a reasonable cost, vehicular access to the adjacent development located at 1200 N. Henry Street from the N. Fayette Street extension. The development proposal for 1200 N. Henry Street (DSUP #2017-0020) was approved by City Council in September 2018 with access to the parking garage and loading provided off of the N. Fayette Street extension (see Figure 3).

The DSUP approval for 1200 N. Henry Street included condition language that requires the applicant of 1200 N. Henry Street to coordinate with the developer/property owner of Phase III in order to secure access to their site during and after construction of both developments. Similar condition language (Condition #95) is provided in the Staff Recommendations for the Phase III application. The intent of this condition is to

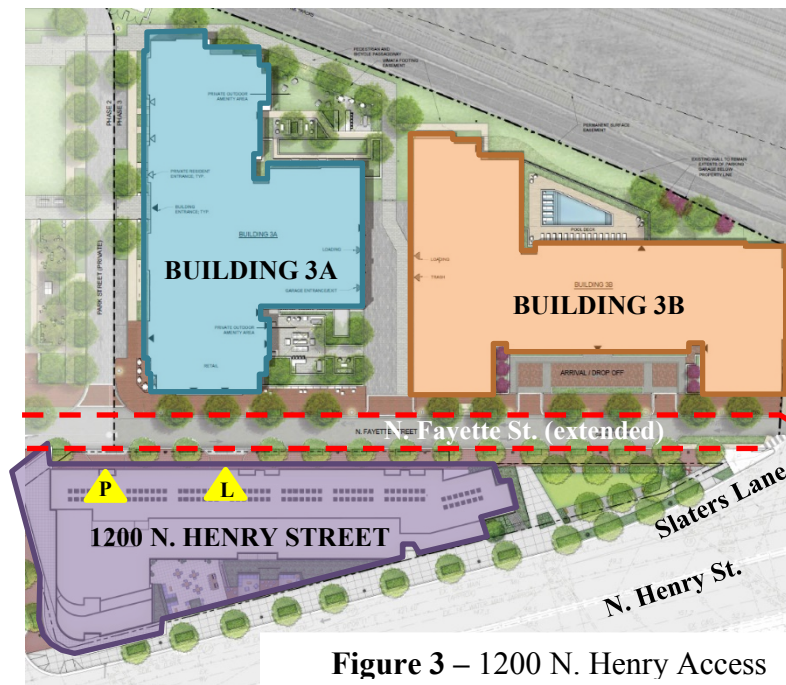


Figure 3 – 1200 N. Henry Access

ensure the applicant of Phase III is aware of the recent development approval at 1200 N. Henry Street and to facilitate discussion between the two applicants in regard to timing of construction and interim access to the development 1200 N. Henry Street, if needed. The final terms of the agreement for utilization of the N. Fayette Street extension for vehicular access to the development at 1200 N. Henry Street will be negotiated between the private property owners.

F. Traffic

The Traffic Impact Study (TIS) prepared by Gorove/Slade Associates in March 2016 for the entire CDD is updated with this application to reflect the total amount of retail and residential uses across all 3 phases of development within Braddock Gateway. Given that Phase I is complete and Phase II is under Final Site Plan review, the Traffic Impact Study can more accurately reflect the total amount of development based upon the advancement of these earlier phases with the proposed development of Phase III.

The updated study concludes that the final development plan for the entirety of Braddock Gateway will generate 21 more trips in the morning peak hours, 17 more trips in the evening peak hour, and 196 more daily trips total than originally projected in the 2016 study. The study confirms that this increase in trips will have minimal impact due to multiple access points to and from the development site which will distribute the amount of additional site traffic and reduce impacts to the local roadway network. Lastly, based on the small delta in trips for the proposed development program, the findings of the March 2016 TIS are expected to be the same and no additional analysis is proposed.

G. Special Use Permit Requests

Transportation Management Plan

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 3 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.

H. Modification of Vision Clearance Requirement

Per Section 7-801, buildings with corner frontage or on corner lots shall have no structure or other obstructions “within the area enclosed by the centerline of the intersecting streets and a line joining points on such centerlines at distances from their intersections.” A setback of 75 feet (shown in red, Figure 4) is required at the corner of N. Fayette Street and the future park loop road. The applicant requests a modification of this setback for approximately 45 square feet (shown in blue, Figure 4) of building area that occurs within this vision clearance.

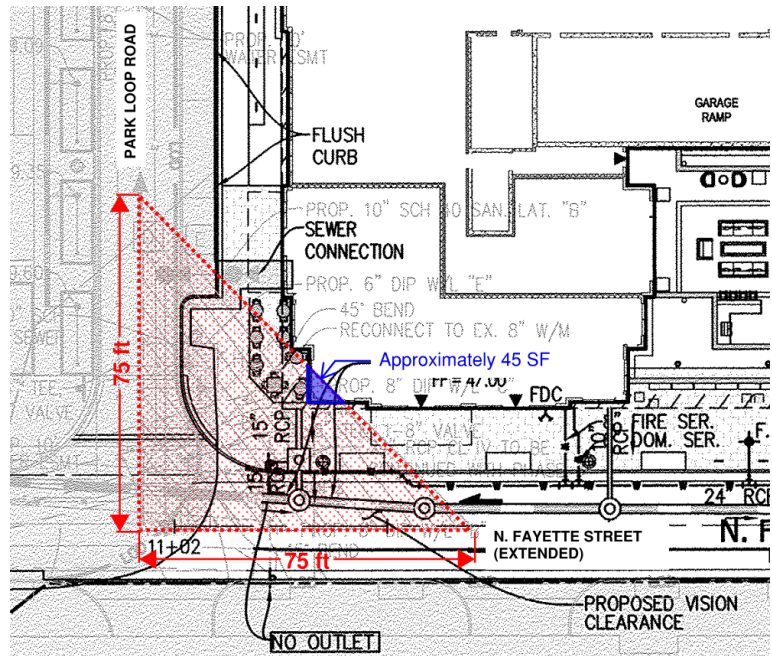
Pursuant to Section 11-416 of the Zoning Ordinance, the Planning Commission may approve modifications if they determine that such modifications:

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.

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

1. This modification is desirable for the building to maintain the urban street wall along the extension of N. Fayette Street. Further, this corner is the location of the retail space which fronts the community park. Maximizing this retail space aids in further activation of the corner and community park.
2. The approximately 45 square foot building area which falls within the required vision clearance is limited to a height of 27 feet measured from the average

Figure 4 – Vision Clearance Modification



finished grade. At this point, the building steps back, creating “shoulders” along N. Fayette Street as required by the BMNP.

3. The requested modification will have minimal impact to the area and no detrimental effect on property, as the adjacent streets are designed to handle low-speed traffic in a to-be highly walkable portion of the City.

V. COMMUNITY

The applicant presented the concept for Phase III to the Braddock Implementation Advisory Group (BIAG) and also met with the Braddock Metro Citizen’s Coalition (BMCC) and the West Old Town Civic Association (WOTCA). The community is generally supportive of the proposal and finds it consistent with the principals of the Braddock Metro Neighborhood Plan. While the proposed design of the pocket park on the POS parcel north of this site was well received, some members of BIAG and BMCC continue to desire use of this space for a fenced in dog park which, as previously described, is infeasible due to the size of this parcel.

VI. CONCLUSION

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

VII. GRAPHICS



Illustrative Site Plan

VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated July 24, 2018 and as amended on November 9, 2018, and the pocket park exhibit dated October 19, 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 a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - j. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. *** (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. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)
 - a. The next submission shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. 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:

4. 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. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section, and plan drawings 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.
 - d. 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.

- e. 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.
 - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. 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)
5. The paving materials within the shared alley located between buildings B3A and B3B shall consist of unit pavers, integrally colored poured in place concrete, or a combination thereof to the satisfaction of the Director of Planning & Zoning.
- a. Paving materials within the alley shall be rated for vehicular use, including emergency vehicles, and have exceptional aesthetic quality and durability.
 - b. The paving pattern and/or joint pattern of the differentiated paving for the pedestrian/bicycle passageway within the alley shall provide good rideability and serviceability for all wheeled and pedestrian traffic. (P&Z)(T&ES)
6. In coordination with Staff and the community, design and construct a public park on the City-owned property zoned Public Open Space (POS) located north of the site to the satisfaction of the Directors of RP&CA, P&Z, and T&ES.
- a. The design of the park shall be consistent with the pocket park exhibit dated October 19, 2018 and shall, at a minimum, include: enhanced landscaping, slope stabilization, removal of invasive plants, 2 City standard park benches, an accessible trail, natural play elements and concrete pad for trash and recycling to be coordinated with T&ES and RP&CA.
 - b. The existing 24" x 36" RCP that is proposed for abandonment in place on the Public Open Space parcel shall be completely covered and concealed from view with turf grass and/or landscaping.
 - c. The park improvements shall be processed as an independent Grading Plan, prepared in accordance with the Grading Plan Checklist:
[https://www.alexandriava.gov/uploadedFiles/tes/info/Grading%20Plan%20Checklist%202019%20Update%20Final%20\(1\).pdf](https://www.alexandriava.gov/uploadedFiles/tes/info/Grading%20Plan%20Checklist%202019%20Update%20Final%20(1).pdf)

- d. This site shall not require additional background study or archaeological investigation.
 - e. All park improvements shall be bonded and maintained for a minimum of 3 years.
 - f. Construction of the park shall be completed prior to issuance of the first certificate of occupancy for Building 3A or Building 3B, whichever comes last. ***
 - g. Provide percolation tests to ensure sufficient subgrade drainage related to proposed planting locations. Test pits shall be a minimum of 2 feet in diameter and 2 feet deep from the bottom of the planting hole. Percolation test locations and rates shall be to the satisfaction of the Director of RP&CA, but the minimum acceptable rate shall be 2 inches per hour using potable water. Percolation tests shall be certified by a soil scientist / registered geotechnical engineer. Underdrains shall be provided if percolation tests are determined unacceptable due to existing soil conditions.
(P&Z)(RP&CA)(T&ES)(Archaeology)
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. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and on-site archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the Final Site Plan, the consultant shall provide text and graphics for the interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.* (Arch)(P&Z)

D. TREE PROTECTION AND PRESERVATION:

11. Provide, implement and follow a tree conservation and protection program for trees T30 and T31 as indicated on sheet C4.10 of the Preliminary Plan. The tree conservation and protection program shall be developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA. A Tree Conservation and Protection Plan shall be approved by the City Arborist prior to Final Site Plan release. (P&Z) (RP&CA)
12. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each destroyed tree with at least a 10-inch caliper that is not identified “to be removed” (TBR) on the Preliminary Plan, and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)
13. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated July 24, 2018 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

E. BUILDING:

14. The building design, including the quality of materials and final detailing, shall be consistent with the elevations dated July 24, 2018, as amended on November 9, 2018 and the following conditions. (P&Z)

15. 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. If shown with a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied 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 Building 3B materials shall be consistent with the architectural sheets and building material exhibits dated November 9, 2018.(P&Z)
16. 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)
17. 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)
18. 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) 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 project and LEED BD+C: Core and Shell with a certification level of LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.

- f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(T&ES)
- 19. 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)
- 20. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
- 21. 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)
- 22. 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)
- 23. 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)
- 24. 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)

F. RETAIL USES:

- 25. Ground floor uses of areas designated on the plan as “commercial” shall be limited to retail, personal service uses, day care centers, private commercial schools and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. One leasing office for the building is allowed;

- b. Personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
 - c. Day care centers are subject to the applicable conditions below;
 - 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)
26. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
- a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)
27. 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. (Code)(P&Z)(T&ES)
28. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along N. Fayette Street extended and the park road shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
29. The Director of Planning and Zoning shall review the administrative Special Use Permit after it has been operational for one (1) year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which

were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

G. *SIGNAGE:*

30. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial 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 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.
 - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
31. The building signs shall be designed to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The building signs shall be designed of high quality materials.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
32. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
33. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and

shall provide a phone number for public questions regarding the project.*
(P&Z)(T&ES)

H. HOUSING:

34. Monetary Contribution Condition:

The applicant shall make a base contribution of \$1,080,000 to the Housing Trust Fund for Braddock Gateway Phase III to be paid in proportional amounts as the Applicant requests certificates of occupancy. Contributions associated with certificates of occupancy requested on or after September 18, 2021 shall be adjusted so that they are made in 2011 dollars consistent with CDD 2015-00005, Condition #54. (Housing)***

35. Set Aside Conditions:

Rental

- a. The applicant has agreed to provide 4 affordable set-aside rental units, to include two (2) one-bedroom and two (2) two-bedroom units, or with a mix of units to the satisfaction of the Director of Housing consistent with the Affordable Housing Plan dated May 25, 2018.
- 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. 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 for their first parking space. 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.
 - l. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration, and require final approval from the City Manager.

I. PARKING:

- 36. Provide 120 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)
- 37. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. (T&ES)

38. Locate a minimum of 330 parking spaces in the underground garage for residents. Residential parking spaces shall be separated from office / retail spaces. All remaining unassigned spaces in the garage shall be made generally available to residents. Parking for the residential and commercial uses shall be consistent with the requirements of the Zoning Ordinance. (P&Z)(T&ES)
39. 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)
40. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)
41. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and shall at a minimum include the following:
 - a. General project information/summary and development point of contact.
 - b. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - e. Bicycle parking information (number of spaces, type of parking-racks, gated, location, etc.)
 - f. Information/circulation diagram noting how cyclists will reach the bicycle storage.
 - g. Information on location of spaces for carpool/vanpool, monthly account permits and transient day parkers.
 - h. Information on the location of any carshare vehicle or electric vehicle spaces.
 - i. A description of and plan showing access control equipment and locations.
 - j. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).

- k. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - l. Information about valet operations, including drop-off/pick-up location, management, hours, etc. [include if applicable].
 - m. How rates will be determined and details of validation program if proposed.
 - n. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
42. 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)

J. TRANSPORTATION MANAGEMENT PLAN:

43. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. Below are the basic conditions from which other details originate. (T&ES)
44. 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)
45. 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)
46. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be \$64.896 per residential unit, \$0.162 per square foot of retail space, \$0.203 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)

47. 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)
48. 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)
49. 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)
50. 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)

K. BUS STOPS AND BUS SHELTERS:

51. Install an unobstructed 35 foot wide, parallel to the roadway, by 8 foot wide, perpendicular to the curb bus stop passenger loading pad with bus shelter (to be maintained by the City) per the City's standard specifications which can be found at:
<https://www.alexandriava.gov/tes/info/default.aspx?id=6548> at North Fayette Street extended (southbound) between the second and third site driveway as shown on the Preliminary Plan. The applicant shall not be required to install utilities necessary to power or electrify the bus shelter.

- a. The applicant shall provide a permanent maintenance easement to the City for the bus shelter and the pad.
 - b. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2 percent. The existing width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
 - c. Create a 120 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb for bus stops located on the near side of the intersection. Create a 90 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb on the far side of an intersection. Create a 150 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb for midblock bus stops. If the bus stop is located on a bulb out / extension into the roadway, the "No Parking, Bus Stop Zone" shall not be required. If the bus stop is located on a bulb out / extension into the roadway, the "No Parking, Bus Stop Zone" shall not be required. At minimum, if installed on the near side of an intersection, a bulb out for a bus stop shall be at least 35 feet in length parallel to the curb (does not include the taper) and extend at minimum 7 feet into the roadway. If installed on the far side of an intersection, a bulb out for a transit stop shall be at least 45 feet in length parallel to the curb (taper area is not included in the 45 feet in length) and extend at minimum 7 feet into the roadway. (T&ES)
52. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
- a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40 foot zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10 foot departure zone and the 20 foot approach zone (on either side of the 40 foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
 - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
 - c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
 - d. Installed with a minimum 6 feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified

arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.

- e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

L. SITE PLAN:

- 53. 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)
- 54. Except for any private easements required for the adjacent property owner/developer of 1200 N. Henry Street (DSUP #2017-0020), submit the plat of 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)
- 55. Except for any private easements required for the adjacent property owner/developer of 1200 N. Henry Street (DSUP #2017-00020), 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)
- 56. 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)
- 57. 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)
58. 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)
59. 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)
60. Provide a georeferenced CAD file in .dwg format [insert elements needed] of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all [elements/layers] are correctly located and will connect.* (P&Z)(DPI)

M. CONSTRUCTION MANAGEMENT:

61. 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)
62. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
- a. No street lights shall be removed without authorization from the City of Alexandria. 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 permanent lights.
 - b. 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.
 - c. 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;
 - d. Include an overall proposed schedule for construction;
 - e. Include a plan for temporary pedestrian circulation;
 - f. Include the location and size of proposed construction trailers, if any;
 - g. 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.
 - h. 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.
 - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
63. 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)

64. No major construction staging shall be allowed within the public right-of-way on North Fayette Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
65. Any structural elements that extend into the public right of way or public open space, including but not limited to footings, foundations, tie-backs etc., must be approved by the Directors of T&ES and RP&CA as a part of the Sheeting and Shoring Permit. (T&ES) (RP&CA)
66. 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)
67. 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)
68. 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)
69. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
70. 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)

71. 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)
72. 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)
73. 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)
74. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
75. 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)

N. WASTEWATER / SANITARY SEWERS:

- 76. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
- 77. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)
- 78. If a commercial kitchen is constructed then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.* (T&ES)

O. SOLID WASTE:

- 79. 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, building or phase*). (T&ES)
- 80. 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)
- 81. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid 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)
- 82. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid 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)

P. STREETS / TRAFFIC:

83. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)
84. 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)
85. New curb cuts are not recommended since these will impede traffic flow. (T&ES)
86. 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)
87. 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)
88. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
89. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
90. 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)

91. 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)
92. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)
93. Bicycle facilities provided with this project shall include sharrows in both directions on the N. Fayette Street extension and a 5-foot northbound bicycle lane for approximately 70 feet at the north end of N. Fayette Street extended near the intersection with Slater's Lane.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
94. Continue to work with Staff during Final Site Plan to finalize the intersection alignment, including curb radii and ADA access, at the intersection of Route 1 and N Fayette Street Extension to the satisfaction of the Directors of P&Z and T&ES. (T&ES)(P&Z)
95. Coordinate with the adjacent property owner/developer of 1200 N. Henry Street to manage timing of the plan approvals and construction for both projects.
 - a. If construction for 1200 N. Henry Street is expected to begin prior to completion of the N. Fayette Street extension, the applicant shall allow the adjacent property owner/developer 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.
 - b. 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 permit use of the N. Fayette Street extension as a construction entrance, if applicable.
 - c. The shared N. Fayette Street extension that provides access to the abutting property owners at 1200 N. Henry Street shall be jointly managed and maintained to the satisfaction of the Director of T&ES. A maintenance agreement shall be approved as to form by the Director of T&ES prior to the release of the Site Plan.* (T&ES)(P&Z)
96. Coordinate with Staff to finalize the street names for N. Fayette Street (public) and N. Fayette Street extended. A preliminary name for the private

portion of N. Fayette Street and the final name for the public portion of N. Fayette Street shall be approved prior to the release of the Final Site Plan.*
(P&Z)(T&ES)

Q. UTILITIES:

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

R. SOILS:

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

S. WATERSHED, WETLANDS, & RPAs:

101. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
102. The stormwater collection system is located within the Timber Branch watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
103. 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)

T. STORMWATER MANAGEMENT:

104. 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)
105. 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)
106. 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)
107. All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Green roof access can be achieved either by an interior elevator, interior stairway through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. (T&ES)
108. 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)

109. 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)
110. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
111. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.* (T&ES)
112. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
113. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

114. 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)
115. 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)
116. 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. ****(T&ES)

U. CONTAMINATED LAND:

117. 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)
118. 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)
119. 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)
120. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. [The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (Include if applicable.)](T&ES)

V. NOISE:

121. 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)
122. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release.* (T&ES)
123. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
124. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
125. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
126. 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)

W. AIR POLLUTION:

127. 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)
128. If a restaurant use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
129. No material may be disposed of by venting into the atmosphere. (T&ES)

- 130. No paint or coatings shall be applied outside the paint spray booth. (T&ES)
- 131. 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)

X. CONTRIBUTIONS:

- 132. Contribute \$40,000 towards the Capital Bikeshare fund within prior to the 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)
- 133. Pursuant to the Braddock Metro Neighborhood Plan, CDD #15 is required to make contributions to the Braddock Neighborhood Open Space Fund and the Community Amenities Fund. The funds are to be levied based on the amount of gross square footage of the proposed development and escalated with the CPI-U for the Washington Metro area. Current contribution amounts based on the formulas approved by City Council in 2009 are as follows:
 - a. \$1.06 per as-built gross square foot toward the Braddock Open Space Fund; and,
 - b. \$0.46 per as-built gross square foot toward the Braddock Community Amenities 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)

Y. ARCHAEOLOGY:

- 134.
- 135. An archaeological consulting firm completed a Documentary Study for this project in 2012. The same consulting firm drafted a Scope of Work in 2008 for an Archaeological Evaluation within the Phase III area of

Braddock Gateway. The applicant and its archaeological consultant currently are in conversation with Alexandria Archaeology to finalize a Scope of Work for an Archaeological Evaluation. (Archaeology)

136. If significant resources are discovered during the Archaeological Evaluation, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
137. If the Fendall Family Cemetery is discovered within the project area, all attempts shall be made to preserve the cemetery in place and have it incorporated into the open space design. If the preservation cannot be accomplished, the applicant shall be responsible for archaeological removal and study pursuant to the Virginia Department of Historic Resource and the City's archaeological requirements. (Archaeology)
138. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)
139. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
140. 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)
141. 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. (Archaeology)

142. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. *** (Archaeology)

Z. DISCLOSURE REQUIREMENTS:

143. 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:
- a. 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.
 - b. That Metrorail tracks are located within the immediate vicinity of the project, are permitted to continue indefinitely.
 - c. 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 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C - 3 The landscape elements of this development and the adjacent Public Open Space parcel 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)
- C - 4 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)

All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

- F - 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)
- 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 replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

- C - 1 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 the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 4 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 - 5 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 6 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 - 7 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 - 8 (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 - 9 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 - 10 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 11 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 - 12 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 - 13 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 - 14 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 - 15 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 - 16 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. 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 - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 20 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards and with the City’s Complete Streets Guidelines. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 26 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 - 27 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 - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 29 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 - 30 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 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:

1. Identify the existing water services per the attached as-built drawings on the existing conditions. Verify if and how they will be reused.

AlexRenew Comments:

2. Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
3. 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 Holmes Run Trunk Sewer during wet and average flow conditions.

4. 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 - 20. 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.
- R - 1. In the event an existing building will be razed, coordinate with the Alexandria Fire Department during the Final Site Plan review to explore utilizing the structure(s) for training exercises prior to demolition. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Code Administration (Building Code):

- F - 21. 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 - 31 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 32 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 - 33 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 34 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 35 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 36 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 - 37 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 - 38 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 - 39 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 2. 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 - 3. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 4. 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 - 5. 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 - 6. 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 - 7. 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 - 8. 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 - 9. 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 - 10. 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 - 22. 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.
- F - 23. The *Documentary Study of the Braddock Gateway Property, City of Alexandria, Virginia*, prepared by Thunderbird Archaeology, indicates that the Phases III section of the Braddock Gateway property was part of the Fendall Farm, bought by Philip Fendall in 1786 and leased to John Gadsby in 1806. A half-acre parcel of land on the farm served as the Fendall family cemetery. Although the exact cemetery location could not be determined from the records examined, oral history accounts suggest that the graveyard may have been located on this development property, near the terminus of North Payne Street. More directly, the Phase III section of Braddock Gateway contains the Mutual Ice Company which was in business from 1913 to 1969. There is high potential for archaeological resources to be present that could provide insight into the 20th-century industrial activities on the property. There is also potential for discovery of evidence of the cemetery if it is within the development lots. While less likely given the amount of disturbance, archaeological work could yield information on rural activities of the 18th and 19th centuries and on the lives of the 20th-century workers, who lived in bunkhouses on the site.
- C - 40 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

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

IX. ATTACHMENTS

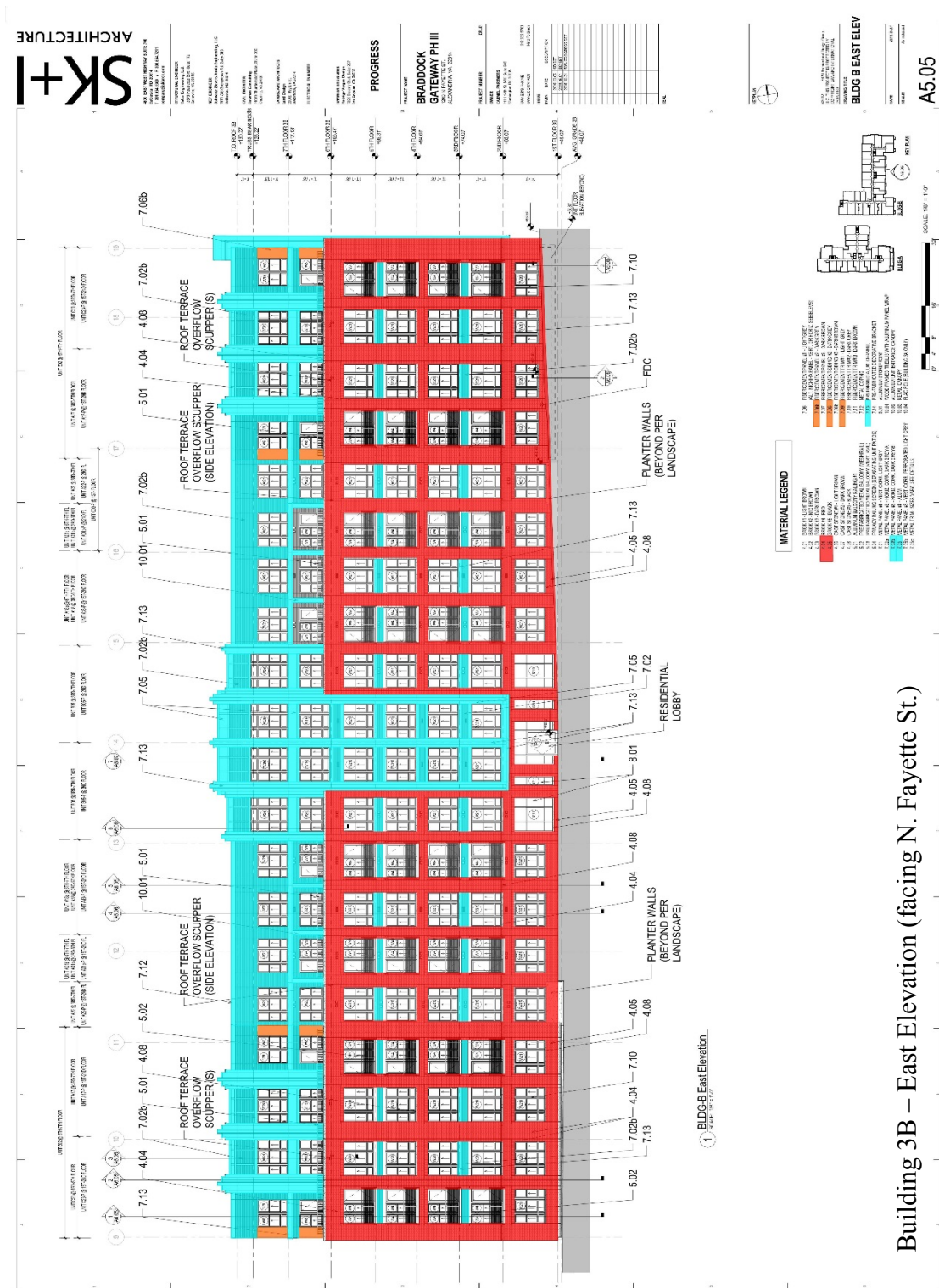
Attachment #1 – Pocket Park Exhibit

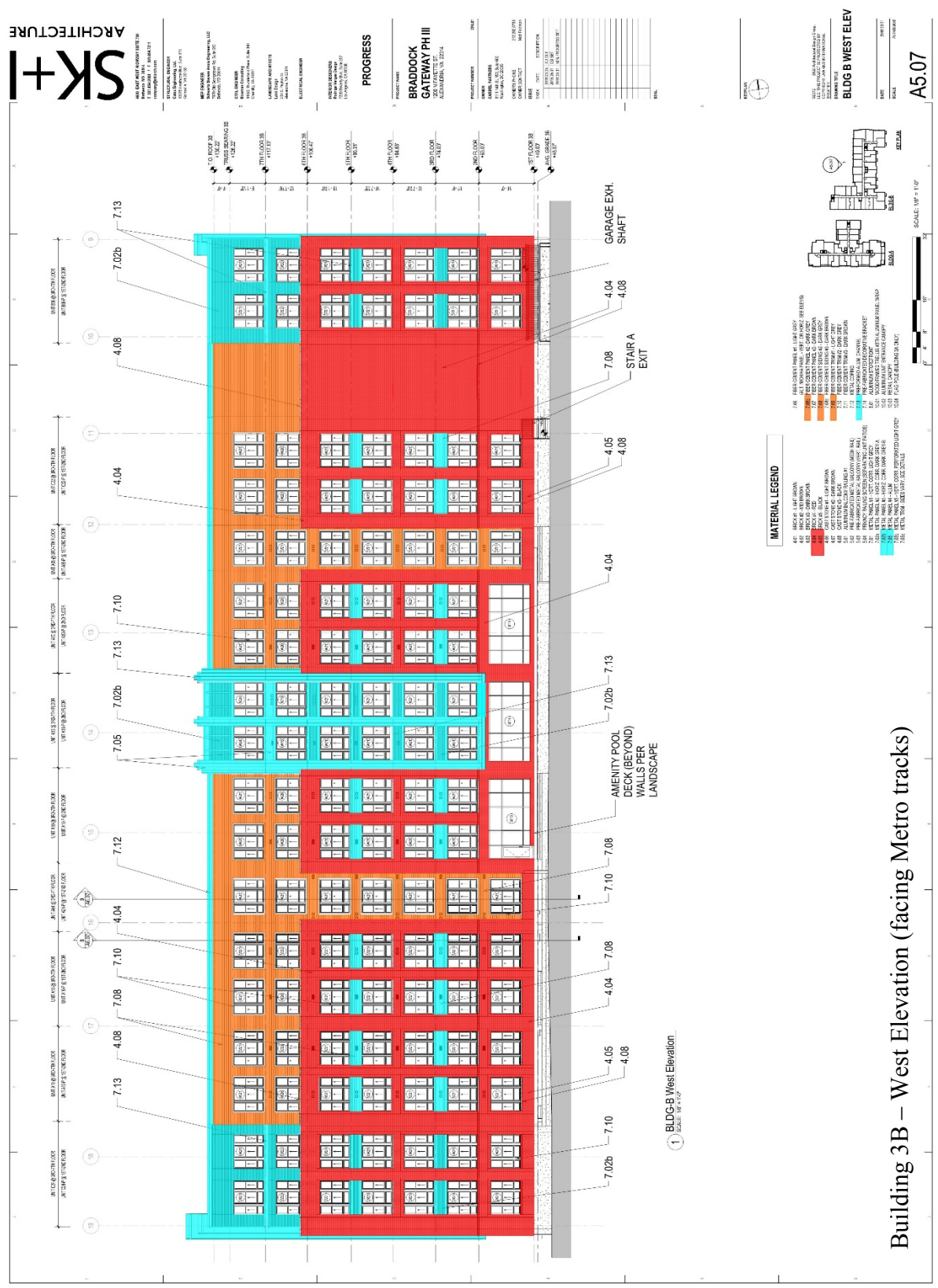


LandDesign.

BRADDOCK STATION ALEXANDRIA, VA • POCKET PARK
 PN 2017168 | CASMEL PARTNERS | 10.10.2018

Attachment #2 – Building 3B Materials in Preliminary Plan (Diagram)





Building 3B – West Elevation (facing Metro tracks)





**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** 2018-00007**Project Name:** Braddock Gateway - Phase III**PROPERTY LOCATION:** 1200 N. Fayette Street**TAX MAP REFERENCE:** 044.03-06-03.L1**ZONE:** CDD #15**APPLICANT:****Name:** CP VI Braddock Station LLC**Address:** 1000 Sansome Street, Suite 180, San Francisco, CA 94111**PROPERTY OWNER:****Name:** See Applicant**Address:****SUMMARY OF PROPOSAL** Request for approval of Phase III/Building 3 (A & B) pursuant to CDD #15 Concept Plan.**MODIFICATIONS REQUESTED** Modification of vision clearance triangle**SUP's REQUESTED** DSUP for Phase III under CDD #15; Tier III TMP SUP

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

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

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

Mark M. Viani/Bean, Kinney & Korman, P.C./Agent

Print Name of Applicant or Agent

2300 Wilson Boulevard, 7th Floor

Mailing/Street Address

Arlington, Virginia 22306

City and State

Zip Code

Signature

703-525-4000

Telephone #

703.525.2207

Fax #

mviani@beankinney.com

Email address

June 20, 2018

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # _____

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.

Owner/Applicant is an LLC and no person or entity owns more than 3% of the Owner/Applicant.

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

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

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. 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
Date

MARK M. VIANI
Printed Name


Signature

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

See attached Statement of Justification.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

June 20, 2018

Robert Kerns
Division Chief
Development Division - Department of Planning and Zoning
301 King Street, Suite 2100
Alexandria, Virginia 22313

**Re: Braddock Gateway – Phase III
Preliminary DSUP and TMP SUP Submission**

Dear Mr. Kerns,

On behalf of CP VI Braddock Station, LLC (the “Applicant”), this letter will serve to describe the proposed development for Phase III of the Braddock Gateway Coordinated Development District #15 (“CDD #15”). The Applicant intends to submit a Development Special Use Permit (“DSUP”) conforming with CDD #15 as approved in April 2016 by the City Council. With this application, the Applicant will bring the remainder of the Braddock Gateway project to fruition.

Background

Phase III will be developed on property located at 1200 NorthFayette Street (the “Property”). The Property is approximately 2.57 acres and is the northernmost site within CDD #15. Currently, the Property is developed with a two-story brick and frame warehouse structure used by The Metro Church.

The Property is zoned to CDD #15. CDD #15 was last revised by the City Council in April 2016. In its ultimate condition, CDD #15 consists of three mixed-use, residential and retail phases. Phase I and Phase II are subject to previously approved DSUP applications. The Applicant now intends to bring Phase III forward and file a DSUP consistent with CDD #15 and the Braddock Metro Neighborhood Plan (the “Plan”).

Under CDD #15, Phase III is approved for up to 285,205 net square feet of mixed-use development, which may include residential, office, retail, and hotel uses, as well as homes for the elderly. Of the total approved density, up to 8,242 square feet may be allocated ground floor retail. The total density may be built in a single building with two separate footprints and a total building height of up to 85 feet, with 50 foot building shoulders along public frontages.



Pursuant to the Plan, the Property is part of the “Jaguar Site.” The Jaguar Site, which includes the previously approved Phases I and II, is planned for residential or office uses over a ground floor retail component. Overall, the Jaguar Site, as part of the Northern Gateway, will revitalize the existing warehouse and church uses into a mixed-use development area.

Proposed Project

With this proposed DSUP, the Applicant intends to bring forward the mixed-use vision for the Property contained in the Plan and CDD #15. To that end, the Applicant proposes a residential and retail mixed-use redevelopment of the Property.

As proposed, the Property will contain two building footprints over a common underground parking garage with 342 parking spaces. This is consistent with CDD #15’s vision for the site, which proposed two building footprints connected by a pedestrian bridge. The Applicant’s analysis shows, however, that the connecting bridge would detract from the building architecture and is less desirable from a tenant perspective by restricting light, air, and views through the site. As such, the Applicant has separated the building footprints, but has remained true to the overall CDD #15 proposal for the site.

The Applicant is proposing 296,037 net square feet of mixed-use residential and retail net floor area on the Property between the two buildings. This consists of 2,694 square feet of retail development and 370 apartment units. While the proposed net floor area is greater than the net floor area shown in CDD #15, the net floor area increase results from the fact Phase II will be underdeveloped relative to its CDD #15 approval. Consistent with the Applicant’s discussions with City staff and the Braddock Implementation Advisory Group (“BIAG”), the Applicant intends to shift the remaining density to Phase III. As the Applicant also owns and is developing Phase II, this presents a prime opportunity to find an adaptive use for the additional Phase II density by shifting it to the Applicant’s proposed Phase III.

The circumstances also allowed the Applicant to shift additional retail density to Phase II and take advantage of Phase II’s preferential location for retail in relation to the Braddock Metro Station. This will help bring the additional retail space into the Northern Gateway on an accelerated timeline. Ultimately, however, the Applicant does not exceed the total approved net floor area for CDD #15. Overall, this proposal is consistent with the Plan’s call for a mixed-use redevelopment of the site.

The southern building of Phase III, which will bookend Phase II’s public open space, is proposed to contain apartment units, a lobby, and related amenities, as well as the Phase III retail component on the ground floor. This building will also contain the buildings’ parking and loading access to the shared underground garage. This garage access will occur off of a private drive west of Fayette Street between the two buildings, in order to avoid parking and loading impacts to the public streets and sidewalks.

The northern building of Phase III will contain apartment units, a lobby, and related amenities. The northern building will also house the residents’ pool, located on the west side of the building to maximize its exposure to light, encouraging its use. The northern building also



provides an opportunity to explore additional public amenities immediately adjacent to the Property, such as additional park space, which would be coordinated with the City and BIAG.

The northern building will have a maximum building height of 82.25 feet, while the southern building will have a maximum building height of 83 feet. Consistent with the Plan and CDD #15, each building contains “shoulders” relative to its public frontages. The northern building steps back to create a “shoulder” at its sixth floor, while the southern building “shoulder” occurs at the third floor. These specific stepbacks allow the building to maintain a consistent feel and scale to the proposed architecture.

Each building will integrate a mix of materials to provide a range and depth of building textures. The materials and architecture provided in this Concept submission is consistent with the Applicant’s prior presentations to City staff and BIAG. The southern building consists primarily of brick and cast stone, reminiscent of Old Town, integrated with metal and cementitious paneling. On the north building, the Applicant is utilizing metal and cementitious panels throughout the structure to create a contrast to the additional masonry materials. Each building boasts significant glass windows throughout to fully allow light and air into the units.

Conclusion

With the ultimate DSUP submission for CDD #15, the Applicant intends to bring development of the Jaguar Site to fruition and complete the mixed-use project anticipated by the City and the community. The Applicant’s proposal will bring forward an attractive, well-functioning mixed-use project that is consistent with CDD #15 and that will contribute to the Braddock Metro neighborhood.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Mark M. Viani', enclosed within a large, loopy blue oval.

Mark M. Viani, Esq.
Counsel for the Applicant

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

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

None

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

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

There will be a minimal number of employees associated with onsite retail users and building management.

Employees of the retail will remain on site during hours of operation and building management will remain onsite throughout the day.

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

Day	Hours	Day	Hours
N/A			

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

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Noise will be typical for mixed-use development of this size and nature.

- B. How will the noise from patrons be controlled?
Building activities generating noise will occur inside the building. To the extent outdoor activities generate noise, these areas will generally face the Metro tracks, the adjacent park space, or private streets.

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

N/A

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 of residential and retail mixed-use development

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

Typical of residential and retail mixed-use development

C. How often will trash be collected?

At least once per week.

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

Regular monitoring by building staff.

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:

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

Garage access will be controlled through a ticketing system. Access to residential units will be secured for residents and visitors only.

ALCOHOL SALES

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

☐ Yes. ☒ No.

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

It is possible that retail users on the ground floor may provide alcohol sales on a case by case basis.

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?

335

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

142 Standard spaces

187 Compact spaces

8 Handicapped accessible spaces

5 Other

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

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

5 spaces located in area of the park and North Fayette Street extension

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1

- B. How many loading spaces are available for the use? 2

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

Along the private street, adjacent to and across from the parking garage entrance in Building B3A.

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

Generally between 7am and 7pm for residential uses. Retail loading will typically occur between 7am and 10 am.

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

Daily for residential and retail users.

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

Street access will be improved as necessary and with anticipated infrastructure improvements made with this application.



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: 1200 N. Fayette Street

TAX MAP REFERENCE: 044.03-06-03.L1 **ZONE:** CDD # 15

APPLICANT:

Name: CP VI Braddock Station LLC

Address: 1000 Sansome Street, Suite 180, San Francisco, CA 94111

PROPOSED USE: Tier III TMP

☒ **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.

Mark M. Viani, Esq./Bean, Kinney & Korman, P.C./Agent

Print Name of Applicant or Agent

2300 Wilson Boulevard, 7th Floor

Mailing/Street Address

Arlington, Virginia 22306

City and State

Zip Code

[Signature]
Signature

6/20/18
Date

703-525-4000

Telephone #

703.525.2207

Fax #

mviani@beankinney.com

Email address

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

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

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of See attached consent form., I hereby
(Property Address)
grant the applicant authorization to apply for the _____ use as
(use)
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. N/A

☐ 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.

None

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. None		
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 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 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. None		
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.

6/29/15
Date

MARK M VIANI
Printed Name


Signature

SUP # _____

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.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

Tier III TMP related to DSUP submission for Phase III of Braddock Gateway

This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal black lines across its entire width, typical of notebook or legal stationery. The background is a uniform off-white color, and there are no margins, text, or other markings present.

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: TMP Special Use Permit

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).

N/A**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:

N/A

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

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. N/A

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

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

- C. How often will trash be collected?

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

10. 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:

- 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.

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

- 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

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:

N/A _____ Standard spaces
 _____ Compact spaces
 _____ 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? N/A

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? _____

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

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

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?

N/A

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? N/A
- _____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one) N/A
- ☐ 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: _____

End of Application

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



1 BLDG A - SOUTH ELEV
SCALE: 1" = 20'-0"



3 BLDG A - EAST ELEV
SCALE: 1" = 20'-0"



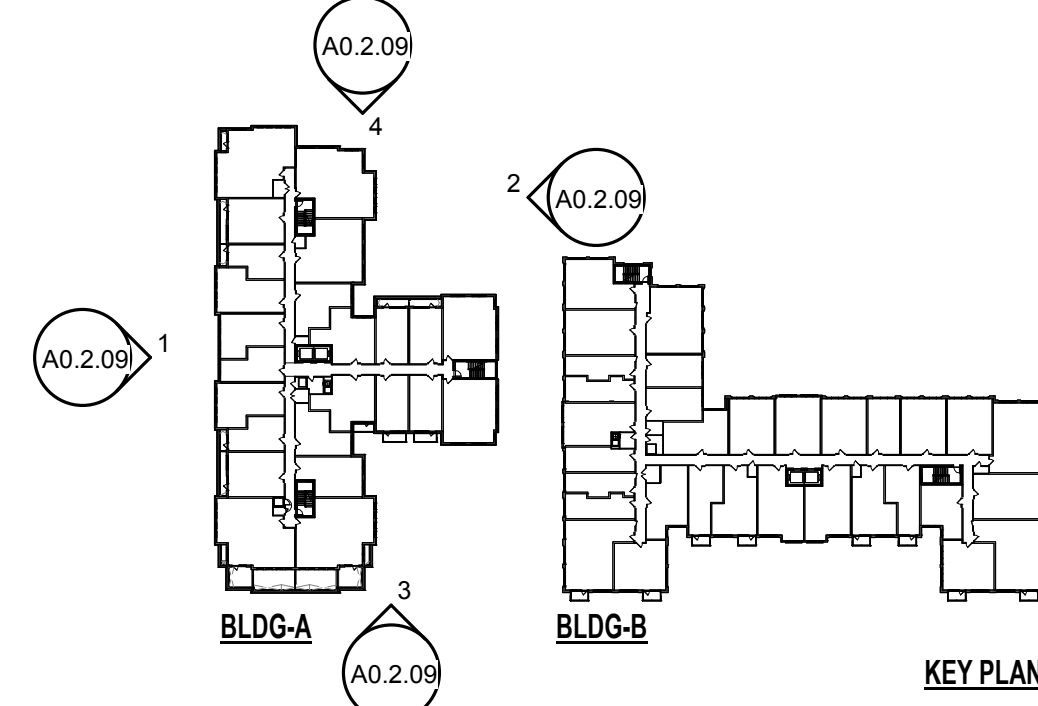
2 BLDG A - NORTH ELEV
SCALE: 1" = 20'-0"



4 BLDG A - WEST ELEV
SCALE: 1" = 20'-0"

MATERIAL LEGEND

- | | | | |
|-------|---|-------|---|
| 4.01 | BRICK #1 - LIGHT BROWN | 7.06 | FIBER CEMENT PANEL #1 - LIGHT GREY (ALT. NICHIA PANEL - VERT. OR HORIZ. SEE ELEV) |
| 4.02 | BRICK #2 - MID BROWN | 7.06b | FIBER CEMENT PANEL #2 - DARK GREY |
| 4.03 | BRICK #3 - DARK BROWN | 7.07 | FIBER CEMENT PANEL #3 - DARK BROWN |
| 4.04 | BRICK #4 - RED | 7.08 | FIBER CEMENT SIDING #2 - DARK GREY |
| 4.05 | BRICK #5 - BLACK | 7.08b | FIBER CEMENT SIDING #3 - DARK BROWN |
| 4.06 | CAST STONE #1 - LIGHT BROWN | 7.09 | FIBER CEMENT TRIM #1 - LIGHT GREY |
| 4.07 | CAST STONE #2 - DARK BROWN | 7.10 | FIBER CEMENT TRIM #2 - DARK GREY |
| 4.08 | CAST STONE #3 - BLACK | 7.11 | FIBER CEMENT TRIM #3 - DARK BROWN |
| 5.01 | ALUMINUM BALCONY RAILING #1 | 7.12 | METAL COPING |
| 5.02 | PRE-FABRICATED METAL BALCONY (MESH RAIL) | 7.13 | PREFORMED ALUM. CHANNEL |
| 5.03 | PRE-FABRICATED METAL BALCONY (VERT. RAIL) | 7.14 | PRE-FABRICATED DECORATIVE BRACKET |
| 5.04 | PRIVACY RAILING SCREEN (SEPARATING UNIT PATIOS) | 8.01 | ALUMINUM STOREFRONT |
| 7.01 | METAL PANEL #1 - VERT. CORR. LIGHT GREY | 10.01 | WOOD FRAMED TRELLIS WITH ALUMINUM PANEL WRAP |
| 7.02a | METAL PANEL #2 - HORIZ. CORR. DARK GREY-A | 10.02 | ALUMINUM UNIT ENTRANCE CANOPY |
| 7.02b | METAL PANEL #3 - HORIZ. CORR. DARK GREY-B | 10.03 | RETAIL CANOPY |
| 7.05 | METAL PANEL #4 - ALUM | 10.04 | FLAG POLE (BUILDING 3A ONLY) |
| 7.05c | METAL TRIM - SIZES VARY, SEE DETAILS | | |



APPROVED
SPECIAL USE PERMIT NO. 2018-0007
DEPARTMENT OF PLANNING & ZONING

DIRECTOR _____ DATE _____

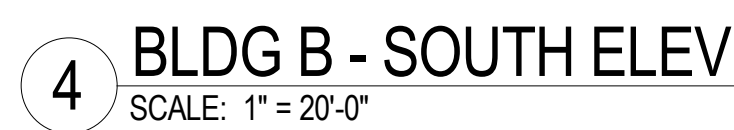
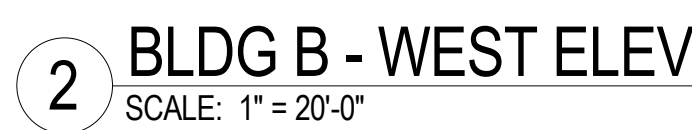
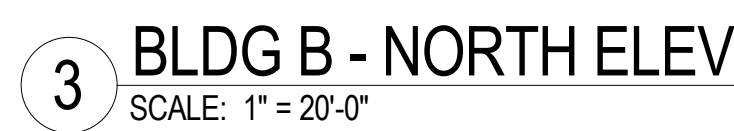
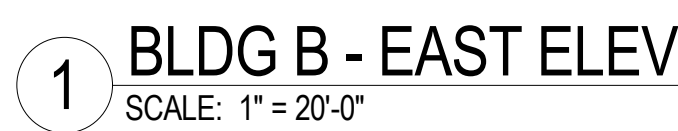
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____

DIRECTOR _____ DATE _____

CHAIRMAN, PLANNING COMMISSION _____ DATE _____

DATE RECORDED _____

INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____



7.06	FIBER CEMENT PANEL #1 - LIGHT GREY (ALT. NICHIA PANEL - VERT. OR HORIZ. SEE ELEV'S)
7.06b	FIBER CEMENT PANEL #2 - DARK GREY
7.07	FIBER CEMENT PANEL #3 - DARK BROWN
7.08	FIBER CEMENT SIDING #2 - DARK GREY
7.08b	FIBER CEMENT SIDING #3 - DARK BROWN
7.09	FIBER CEMENT TRIM #1 - LIGHT GREY
7.10	FIBER CEMENT TRIM #2 - DARK GREY
7.11	FIBER CEMENT TRIM #3 - DARK BROWN
7.12	METAL COPING
7.13	PREFORMED ALUM. CHANNEL
7.14	PRE-FABRICATED DECORATIVE BRACKET
8.01	ALUMINUM STOREFRONT
10.01	WOOD FRAMED TRELLIS WITH ALUMINUM PANEL WRAP
10.02	ALUMINUM UNIT ENTRANCE CANOPY
10.03	RETAIL CANOPY
10.04	FLAG POLE (BUILDING 3A ONLY)



A0.2.10



MASSING VIEW FROM SOUTH



MASSING VIEW FROM NORTH

APPROVED

SPECIAL USE PERMIT NO. 2018-0007

DEPARTMENT OF PLANNING & ZONING

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO.

DIRECTOR DATE

CHAIRMAN, PLANNING COMMISSION DATE

DATE RECORDED

INSTRUMENT NO. DEED BOOK NO. PAGE NO.

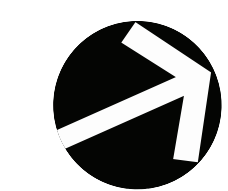


MASSING VIEW FROM NORTHWEST



MASSING VIEW FROM NORTHWEST

APPROVED		2018-0007
SPECIAL USE PERMIT NO.		
DEPARTMENT OF PLANNING & ZONING		
DIRECTOR	DATE	
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES		
SITE PLAN NO.		
DIRECTOR	DATE	
CHAIRMAN, PLANNING COMMISSION		
DATE		
DATE RECORDED		
INSTRUMENT NO.	DEED BOOK NO.	PAGE NO.



BRADDOCK STATION ALEXANDRIA, VA • POCKET PARK

PN 2017168 | CARMEL PARTNERS | 10.19.2018

LandDesign.