

***DOCKET ITEM #14******Development Special Use Permit #2019-00007******Special Use Permit #2019-00109******Special Use Permit #2019-00110******Transportation Management Plan Special Use Permit
#2019-00108******The Aspire***

Application	General Data	
Project Name: The Aspire	PC Hearing:	February 4, 2020
	CC Hearing:	February 22, 2020
	If approved DSUP Expiration:	February 22, 2023
	Plan Acreage:	0.96
Location: 1112 First Street	Zone:	CRMU-H
	Proposed Use:	Age-Restricted Multi-Family & Restaurant
	Dwelling Units:	133
	Gross Floor Area:	141,413 (Square Feet)
Applicant: BRG Tony's Gulf, LLC, represented by M. Catharine Puskar, attorney.	Small Area Plan:	Braddock Metro Neighborhood
	Historic District:	N/A
	Green Building:	Compliance with City's Green Building Policy

Purpose of Application
Consideration of a request to demolish an existing automobile repair shop to construct an age-restricted multi-family building with a ground floor restaurant.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none">1. A Development Special Use Permit and Preliminary Site Plan to construct an age-restricted multi-family building;2. Special Use Permit for an increase in FAR up to 2.5 in the CRMU-H zone;3. Special Use Permit for an increase in density for the provision of affordable housing pursuant to Section 7-700;4. Special Use Permit for parking reduction for both proposed uses and loading;5. Special Use Permit for a restaurant use;6. Transportation Management Plan Special Use Permit; and7. Modification of the open space requirement.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert Kerns, AICP, Chief of Development; robert.kerns@alexandriava.gov Catherine Miliaras, AICP, Principal Planner; catherine.miliaras@alexandriava.gov Femi Adelakun, Urban Planner II, femi.adelakun@alexandriava.gov

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I. SUMMARY

A. Recommendation

Staff recommends approval of the proposed application for the Aspire. The Aspire development would prove to be a more effective use of space and is set to be a valued addition to the Braddock neighborhood both in terms of street-level activation and provision of additional residential units. This development also positively contributes in achieving the long-term vision of the Braddock Metro Neighborhood as a walkable, transit-oriented area with high-quality architecture, open spaces, and unique 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 automobile repair shop with a new, mixed-use, LEED certified (or equivalent) building designed with high-quality architectural elements and materials;
- Neighborhood-serving restaurant;
- Construction of a sidewalk with public access along the adjacent alley connecting N. Fayette and N. Henry streets.
- Monetary contributions of an estimated \$90,228 to the Braddock Neighborhood Community Amenities fund, and an estimated \$586,485 to the Open Space Fund;
- A \$20,000 contribution towards the City's Capital Bike Share Fund;
- A voluntary contribution of \$385,127 to the Affordable Housing Trust Fund and 9 affordable set-aside rental units; an
- Public art elements in form of a contribution to the public arts fund or to be incorporated on-site consistent with the City's Public Art Policy equivalent to a value of at least \$42,423.90.

B. General Project Description

The applicant, BRG Tony's Gulf, LLC, is proposing to construct an age-restricted multifamily building containing 133 apartment units (including 9 affordable units) and an approximately 4,550 square feet restaurant on the ground floor. As part of this proposal, the applicant requests the following approvals:

- A Development Special Use Permit (DSUP) and Preliminary Site Plan to construct an age-restricted multi-family building with a restaurant on the ground floor
- Special Use Permit (SUP) for an increase in FAR up to 2.5 in the CRMU-H zone
- Special Use Permit (SUP) for an increase in density for the provision of affordable housing pursuant to Section 7-700
- Special Use Permit (SUP) for a parking reduction of the required parking for age restricted multifamily units, a ground floor restaurant and one loading space
- Special Use Permit (SUP) for a restaurant use
- Transportation Management Plan Special Use Permit (TMP SUP)
- Modification of the open space requirement

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
- Pedestrian and streetscape improvements
- Compliance with City policies
- Affordable Housing with utilization of bonus density in exchange for affordable housing units on-site consistent with the provisions of Section 7-700 and a voluntary contribution to the Affordable Housing Trust Fund
- Parking
- Traffic
- Coordination with adjacent property owner at 950 N. Fayette St.
- Special Use Permit and Modification requests
- Community Outreach

II. BACKGROUND

A. Site Context

The Aspire development site is located within the CRMU-H/Commercial Residential Mixed Use – High Zone and has a lot size of approximately 41,600 square feet bound by Meridian at Braddock Station to the west, Carpenter's Shelter (The Bloom) to the east, and Belle Pre Apartments to the south.



Figure 1 – Site Context

In the Braddock Metro Neighborhood Plan, the subject site is highlighted as Tony's Auto site, and is a site recommended for redevelopment by the plan. The applicant, BRG Tony's Gulf, LLC, proposes to demolish an existing one-story automobile repair shop located at 1112 First Street to construct an age-restricted multifamily building with a 4550 square feet ground floor restaurant and 133 residential apartments. Streetscape and open space improvements are also proposed with this development application.

Although classified by the Zoning Ordinance as a Multifamily Dwelling use, the proposed development is unique in the sense that it will be restricted to tenants aged 62 years and older and will feature amenities and services specifically for seniors. All residential units within the proposed building are to be independent living units, making this proposal ineligible for being classified as a Continuum of Care Facility. Furthermore, placing the above-mentioned age restriction on a multifamily building presents a unique opportunity for ageing in place, while providing much needed additional housing in the neighborhood.

The proposed development will consist of one building footprint over a one-level underground parking garage with 75 parking spaces. The proposed building footprint and height are consistent with requirements outlined in the Braddock Metro Neighborhood Plan and the CRMU-H Zone.

The building consists of residential apartments, a ground level restaurant, and a variety of amenity spaces including a salon, game room, exercise and therapy spaces and a chapel. The restaurant space is located at the northwest corner, while the primary residential entrance is on the west end of the building facing N. Fayette Street. The proposed restaurant will have its main entrance at the corner of First and N. Fayette streets. A private courtyard with outdoor amenities for use by building residents, including a pergola, dining areas and raised garden beds, will be located at the southeast corner of this building on the first floor and will be connected to a sidewalk with a public access easement which further connects N. Fayette and N. Henry street adjacent to the existing alley between this site and the Belle Pre to the south. The parking garage entrance and loading spaces are located on the northeast corner of the building on First Street.

The streetscape improvements on N. Fayette Street and First Street 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). In addition to the brick sidewalks on N. Fayette Street, the streetscape improvements include a bulb out at the restaurant entrance on First Street, which extends towards N. Fayette Street, flanked by a strong pedestrian design on a street designated a walking street by the Braddock Metro Neighborhood Plan.

III. ZONING

Table 1 – Zoning Tabulations

Property Address:	1112 First Street	
Total Site Area:	41,768 Square Feet (.96 acres)	
Zone:	CRMU-H/Commercial residential mixed-use (high)	
Current Use:	Automobile Repair	
Proposed Use:	Mixed Use – Residential and Restaurant	
	Permitted/Required	Proposed
FAR	3.25●	3.04*
Gross Floor Area	N/A	141,413 square feet
Net Floor Area	135,746 square feet	127,126 square feet
Height	90 feet	71 feet
Setbacks	N/A	N/A
Open Space:	40% (16,707 square feet)	29 % (12,048 square feet) **
Parking	Residential: 125 Restaurant: 5	Residential: 75 spaces *** Restaurant: 0 spaces ***
Loading spaces:	1 space	0 spaces ***

NOTES:

- Includes a SUP for an increase in the floor area ratio from 1.5 to 2.5 in the CRMU-H zone and a SUP for bonus density for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance (0.75).
- * Applicant requests a SUP for an increase in the permitted floor area ratio from 1.5 to 2.5 in the CRMU-H zone and a SUP for bonus density for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance.
- ** A Modification of the Open Space requirement is requested.
- *** A Special use Permit for a parking reduction for both uses and loading is requested.

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

The subject property was selected as one of the 17 redevelopment sites in the 20-year redevelopment scenario for the Braddock Metro neighborhood captured in the Braddock Metro Neighborhood Plan (BMNP). The proposed DSUP for the Tony's Auto site is a

direct implementation of recommendations of the Braddock Metro Neighborhood Plan which recommends the redevelopment of the subject site with a preferred Residential/Office land use. 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-lane streets that promote walking and is central to creating the neighborhood’s prevailing character and sense of place” (page 35). The proposal for Tony’s Auto will improve pedestrian facilities both on N. Fayette Street and First Street, while providing ground level activation with the proposed restaurant on the ground floor.
- **Building Height and Scale on Fayette:** The proposed maximum height of 71 feet is in compliance with the maximums prescribed by the plan (page 93). Additionally, building shoulders have been set back to maintain a maximum height of 60 feet as part of the design along N. Fayette Street, as called for in the Plan to promote a softer, more pedestrian scale experience on the street (page 37, 92).
- **Neighborhood Serving Retail and Active Uses:** In accordance to the BMNP, this current proposal includes approximately 4,550 square feet of a ground floor restaurant with a prominent entrance at the corner of First and N. Fayette streets. The Plan calls for new development to provide active uses such as stores, restaurants or neighborhood serving retail (page 37).
- **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, wide brick sidewalks, and street trees. The ground floor restaurant space enhances the appeal of a walking street (N. Fayette Street), while adding to the dining options in the Braddock Metro neighborhood at large.
- **Braddock Neighborhood Funds:** The Braddock Metro Neighborhood Plan established a developer contribution policy to fund open space and other community improvements to ensure that new developments contribute to the quality of place and enhance the neighborhood character of the Braddock neighborhood at large. 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 DSUP2019-0007, the applicant is to provide monetary contributions to these funds based upon the formulas adopted by City Council in 2019. As a result, the subject site will have a contribution of \$4.29 (2019 dollars) per as-built gross square foot towards the Braddock Open Space Fund and \$0.66 (2019\$) per as-built gross square foot towards 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

The amount and type of open space proposed with DSUP2019-0007 is consistent with the requirements of CRMU-H Zone and the BMNP. Furthermore, the improvement of the existing sidewalks and new publicly accessible pedestrian walkway proposed are consistent with the BMNP’s recommendation to create strong pedestrian connections to help people travel more easily on foot or by bicycle to important destinations within the community (page 43). The proposed pedestrian connection south of the development will connect N. Fayette street to N. Henry Street while further easing pedestrian access and connections to surrounding uses.

Open Space

The proposed development is to include a total of 12,048 SF of open and usable space. This includes 10,500 SF of ground level open space in the form of a green space with seating and a pergola for use by building residents, while the pedestrian sidewalk which connects N. Fayette Street to Henry Street is to have a public access easement to allow for public usage, hereby providing a new public open space of approximately 2,700 square feet on N. Henry Street. In addition to the ground level open space, the development will have 1,548 SF of above grade open space in form of a 784 SF amenity patio on the fifth floor, and apartment balconies on the fifth and sixth floors.

The currently proposed open space in this proposal is below the 40% minimum of land area required by the CRMU-H zone. The applicant has included a request to modify the open space requirement from the permitted 40% to a proposed 29%.

Building Design

The proposed building is a six-story contemporary structure comprising of mostly brick materials and metal panel materials. The building's five upper floors are anchored on a 16-foot-high ground floor with a series of approximately large storefront windows, activating the building at the sidewalk level. In addition, the building's residential entrance will be in the middle of the building on N. Fayette Street at a glassy hyphen with a canopy and the restaurant entrance is prominently situated at the corner of Fayette and First streets. As previously described, the building is designed to have one footprint over a one-level below-grade parking structure.

This building has a maximum height of approximately 71 feet with “shoulders” which step down to a height of approximately 60 feet along First Street and N. Fayette Street as required by the Plan. The four floors of this building have a more horizontal expression, with the glassiest portions concentrated at the restaurant space which fronts N. Fayette Street. The glass expression wraps the building corner from the south to the north and towards First Street, reinforcing the retail presence on the west elevation. The horizontal expression of the first four floors is balanced by prominent vertical elements running from the first-to-sixth floor on the south elevation and at the northwest and northeast corners on First Street. The rooftop is designed to include open space, including a terrace and balconies for units on the fifth and sixth floors. The proposed color scheme is primarily warm in tone with red and grey hues of brick intermixed with horizontal grey and vertical red metal paneling that provide contrast.



Figure 2 – Northwest Corner Perspective



Figure 3 – Southwest Corner Perspective

C. Pedestrian and Streetscape Improvements

The proposed development has two primary street frontages, to the north, the development fronts First Street, while to the west it fronts N. Fayette Street. The development 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 12-foot wide brick sidewalk is proposed for both First Street and N. Fayette Street. 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 north corner, extending approximately 20 feet east before transitioning into a concrete sidewalk on First Street. Planting beds are proposed on both the brick and concrete sidewalks, 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 sidewalk adjacent to the private alley separating the subject site and the Belle Pre development where there currently exists a concrete wall and solid fence. Within the proposed development, this new sidewalk provides a connection between N. Fayette Street and N. Henry Street on the south side of the property. This sidewalk will include pedestrian scale streetlights 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 (or equivalent) for the residential portion of the building and LEED Silver (or equivalent) (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 a contribution of at least \$42,423.90 will be made towards the City's public art efforts in the neighborhood.

Affordable Housing Policy

Both the Strategic Plan on Aging (The Alexandria of Our Future) and the Housing Master Plan underscore that as the City's population ages, additional opportunities will be needed for individuals with varying income levels to age-in-place, move to senior independent living, or gain access to an assisted living facility so they can remain in this community. The Aspire, an age-restricted community which proposes to serve residents 62 years of age and above, will help further the City's goal to provide a variety of safe, quality housing choices that are affordable and accessible to households of all ages and abilities, including its seniors.

The project has requested the application of bonus density in exchange for affordable housing; it is the first age-restricted independent living project to request the use of this zoning tool. While Section 7-700 addresses affordability requirements for the combined cost of rent and utilities in set-aside units, it does not establish affordability requirements for associated services. (See Text Box for a discussion on the resident

Senior Housing Service Payment

The applicant has estimated the cost for one occupant to reside in a market-rate one-bedroom unit to be \$4,900/month in 2019 dollars. This monthly cost comprises rent, utilities and services (referred to as senior housing service payment or SHSP). While the proposed project will not provide direct assistance with activities of daily living nor care for residents with memory or other cognitive needs, a range of supportive services are incorporated into the resident package under the SHSP. These include, but are not limited to, 30 meals per month, all utilities (excluding telephone), basic cable, wireless internet, weekly housekeeping and linen service, trash removal, on-site entertainment and social and educational programs and events, group wellness activities, 24-hour concierge service, and scheduled transportation services (see Affordable Housing Plan for additional information). These services are built into the residency cost and are estimated by the applicant to be an additional \$2,313/month for the primary occupant; additional occupants will be charged an additional monthly occupant fee, estimated to be \$1,000. The applicant has noted that the average age of residents at move-in is anticipated to be 77-82 years of age. The property will be marketed as independent living, however, optional services, such as laundry service, field trips, hair/nail salon and spa services, and third-party, on-site in-home healthcare provider, will be available on a fee-basis. These will be coordinated by onsite staff, potentially with third party vendors providing the services.

package and the senior housing service payment [SHSP]). As such, the application of Section 7-700 results in eight set-aside units with a combined monthly cost of residency ranging from approximately \$3,552 for a one-person household in a one-bedroom to \$4,791 for a two-person household in a two-bedroom apartment (see Table 1). As part of the SHSP (not discounted), residents of the affordable set-aside units will have the same access to amenities and services as all other residents in the building. The set-asides will be affordable for a period of 40 years from the date of initial occupancy.

Table 2—2019 Estimated Monthly Resident Cost

Monthly resident cost	One-bedroom one occupant	One-bedroom two occupants	Two-bedroom one occupant	Two-bedroom two occupants
2019 60% AMI* rent	\$1,239 (net utilities**)	\$1,239 (net utilities**)	\$1,478 (net utilities**)	\$1,478 (net utilities**)
Senior housing service payment	\$2,313 (including utilities)	\$3,313 (including utilities)	\$2,313 (including utilities)	\$3,313 (including utilities)
Total	\$3,552	\$4,552	\$3,791	\$4,791

*See Table 2

**Monthly utilities were estimated by the applicant to be \$126 and \$160 for a one- and two-bedroom unit, respectively, in 2019 dollars.

Table 3—2019 Maximum Household Income

% AMI	1 Person		2 Person	
	Annual	Monthly	Annual	Monthly
60%	\$51,000	\$4,250	\$58,260	\$4,855

Source: HUD; Office of Housing

The applicant's draft affordable housing plan dated December 19, 2019 outlined three options for consideration.

Option 1: Eight set-aside (five one-bedroom and three two-bedroom) units and a \$451,307 voluntary contribution to the Housing Trust Fund (HTF) consistent with the City's procedures regarding affordable housing contributions. This unit mix is proportional to the overall unit mix in the property.

Option 2 (selected option): Nine set-aside one-bedroom units and a \$385,127 voluntary contribution to the HTF consistent with the City's procedures regarding affordable housing contributions. The number of one-bedroom units was derived based on the monetary valuation of Option 1. Since the value of nine one-bedrooms exceeded the value of Option 1 by \$66,180, the voluntary HTF contribution was reduced by an equivalent amount.

Option 3: A contribution of \$1,805,611 to the HTF comprising a voluntary contribution of \$451,307 and a required contribution reflecting the monetary value of Option 1. The latter was based on the net present value of Option 1, applying a discount rate of 13% and annual increase in rent of 3%. The applicant has indicated that the applied 13% discount rate is 2% lower than the company's current cost of capital for independent living projects assuming returns currently required by equity investors.

With Housing's facilitation, on December 16, 2019, the applicant presented the project and the three options to Housing Committee representatives of the Commission on Aging (COA). Noting the shortage of independent living options in the City, the COA

representatives received the concept positively and endorsed, on behalf of the full Commission on Aging, Option 2 as the preferred option as it maximizes the number of set-aside units dedicated to seniors. The representatives noted that the City is not currently building these types of units elsewhere and that a monetary contribution of equivalent value to the Housing Trust Fund would not be reserved exclusively for future senior housing development. It is noted that the representatives discussed the potential need to explore securing more deeply subsidized rents (for example, affordable at 30% or 40% AMI) in exchange for a fewer number of units (of equivalent value) while retaining the 60% AMI income eligibility cap. However, the representatives believed that there was adequate demand in the City for the price points shown in Table 1 and that enough prospective residents would have sufficient assets to meet needs not met within the resident package. In summary, qualified persons will have incomes at or below 60% AMI, along with other assets, to be able to afford the full resident package and potential additional care or services needs as they age in place.

The applicant subsequently presented its affordable housing plan at the January 2 meeting of the Alexandria Housing Affordability Advisory Committee (AHAAC). Following a discussion among AHAAC members, which include representatives of the COA as well as the Commission on Persons with Disabilities (ACPD), AHAAC voted unanimously to support Option 2.

As part of AHAAC's review it was noted that pursuant to the Braddock Metro Neighborhood Plan, 50% of the proposed voluntary monetary contribution on the base development would be reserved for potential future offsite ARHA replacement units, if necessary.

In order to administer the set-aside units, a memorandum of understanding (MOU) will be developed between the City and the applicant prior to the release of the Final Site Plan. The MOU will require the applicant to apply the same rules and regulations applicable to all market rate units to the affordable units and may include, but not be limited to, the following: the criteria used to qualify eligible individuals; expectations regarding notification by the applicant to the City of vacancies and next-level care needs; and means to market the program, in particular to City of Alexandria residents and/or to qualified persons with ties to the City, to reach individuals with limited financial resources who will benefit from the units. The MOU will also clarify the process through which secondary occupants of the set-aside units will receive information on the additional occupancy fee and timely notice regarding changes to its cost.

E. Traffic

Wells and Associates performed a Multi Modal Trip Assessment and Trip generation Analysis for this site. The development is projected to generate 49 new AM peak hour trips, 43 new PM peak hour trips. The projected generated trips fall below the 50-trip threshold for a traffic study and so a traffic study is not required for the proposed uses.

Given the transit options and the number of pedestrian and bicycle facilities in close proximity to the site, and the synergy that would occur between the proposed development and adjacent mix of uses, a significant non-auto mode share is expected to be realized by residents of the development, minimizing the impact on the surrounding road network.

Overall, the results of the Multi Modal Trip Assessment and Trip generation Analysis conclude that the redevelopment of 1112 First Street will create a vibrant, urban condition that will improve the pedestrian experience by increasing pedestrian access facilitated by marked crosswalks and ADA ramps at the intersections of First Street/U.S. Route 1, First Street/N. Fayette Street, Braddock Place/N. Fayette Street. The subject development will also include streetscape improvements that will improve sidewalks along the north and west site frontage on N. Fayette Street and First Street. The project location will take advantage of the connected street network south of the site and transit options, specifically the Braddock Road Metro station, that will encourage non-auto modes, minimizing traffic and parking impacts on the surrounding road network.

F. Coordination with adjacent property owner at 950 N. Fayette St.

Staff had earlier coordinated a meeting with the applicant and adjacent property owners to facilitate the removal of the existing fence and to allow the design and construction of a pedestrian sidewalk bordering the existing alley. Conditions #11 requires that the applicant continues coordination with the adjacent property owner for the removal of the retaining wall and fence to provide for a publicly accessible walkway along the south property line. The public access easement over the sidewalk and adjacent landscape area along the south property line is to be recorded prior to release of the Final Site Plan. (see Figure 4).

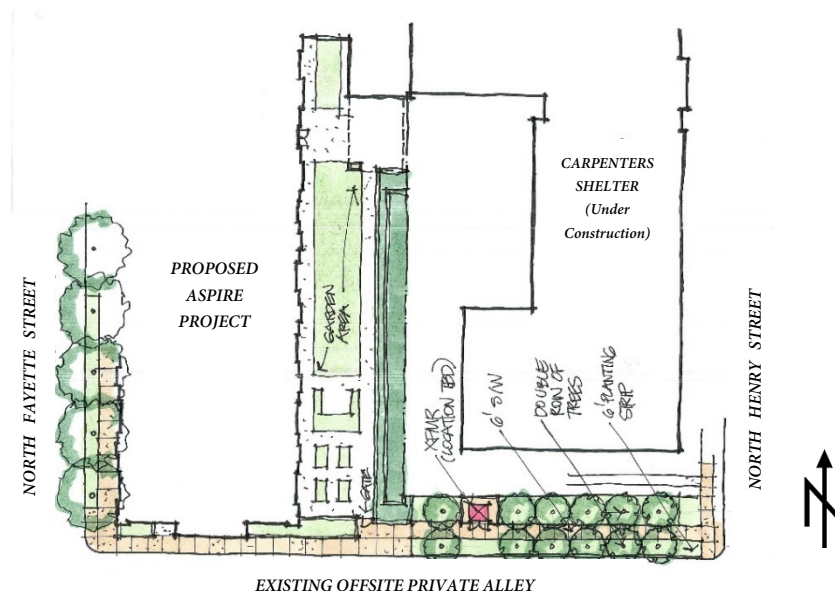


Figure 4 – Pedestrian pathway with alley public access connecting N. Fayette and N. Henry streets.

G. Special Use Permit Requests and Modifications

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

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

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

Special Use Permit for Increase of FAR to 2.5 in CRMU-H Zone (Included in DSUP)

The CRMU-H zone allows an increase in FAR from 1.25 for up to 2.5 with approval of a Special Use Permit (SUP). Per the Development Table Summary on Page 97 of the BMNP, the recommended FAR for this site is 2.5, exclusive of bonus density. Staff supports the Applicant's request for a SUP to increase the permitted FAR to 2.5 based upon the BMNP, which included an extensive Staff analysis and public outreach process.

Special Use Permit for Bonus Density in Exchange for Affordable Housing (Included in DSUP)

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

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

The Applicant proposes 9 on-site affordable units in exchange for bonus density pursuant to Section 7-700. The Applicant does not intend to utilize the full 30 percent bonus density allowance and will be utilizing approximately 18% of the maximum 30% permitted. The permitted FAR for this site with the maximum bonus density of 0.75 adds up to a sum of 3.25 from which the applicant proposes to utilize 0.54, to arrive at a final FAR of 3.04. A summary of these figures is provided in Table 4 below.

Table 4 – Bonus Density

Site Area: 41,768 sf				
	PERMITTED (w/ SUP)		PROPOSED	
	Square Feet (sf)	FAR	Square Feet (sf)	FAR
CRMU-H Zone¹	104,420 sf	2.5	104,420 sf	2.5
w/Bonus Density²	135,746 sf	3.25	127,126 sf	3.04
Bonus Density Available			Bonus Density Applied	
31,326 sf			22,554 sf	.54

¹ With a SUP for an increase in the floor area ratio from 1.25 to 2.5 in the CRMU-H zone.

² With a SUP for bonus density for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance.

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

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

In the section on the Affordable Housing Policy, staff discusses and analyzes the specific proposal as to the type of set-aside affordable units for this age-restricted multifamily building.

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

The conditions of the project's Affordable Housing Plan for set aside units are included in the Staff recommended conditions of approval. Therefore, once this application is approved by Council it provides a means of sufficient assurance acceptable that the affordable housing units provided will remain in effect for a period of 40 years as specified in this Special Use Permit.

- *City council determines that the building or project which is subject to the special use permit, with the increase in allowable floor area ratio, density and height, meets the standards for the issuance of a special use permit outlined in Section 11-500.*

Staff supports the requested SUP for increased density pursuant to Section 7-700 for the provision of affordable housing as it meets the criteria, as outlined above, for provision of such bonuses. This request will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use and will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood because the additional density does not intensify the height, massing or scale of the building. As such, the proposal meets the requirements and intent for the site and respects the maximum height allowances designated by the BMNP. Approval of this Special Use Permit will also substantially conform to the master plan of the City by advancing the stated priority of providing affordable housing throughout the City.

Parking Reduction Special Use Permit (SUP #2019-00110)

This proposal includes a request for a parking reduction from the 125 parking spaces required for multifamily dwellings in the CRMU-H zone and the 5 spaces required for the 4,550 square foot restaurant, to the currently proposed 75 spaces. While this request is for a substantial reduction of the parking requirement, the proposed multifamily dwelling on this site will have an age restriction and will only house tenants aged 62 years and above with an anticipated average tenant age from 77-82 years. The number of spaces provided would meet the residential parking requirements were this development considered a Continuum of Care facility, and staff expects that parking behaviors will be more consistent with this land use than a multifamily dwelling. In anticipation of possible future changes to the currently proposed age restriction, staff has included condition #38 conditions which requires that a parking study be performed if the age restrictions were to be removed in order to determine if additional parking would need to be provided off-site.

The proposed use and requested parking reduction is consistent with the BMNP's vision to encourage new and existing residents and employees to use transit and other alternatives to single vehicle travel, including carpooling, car sharing, walking or biking in the neighborhood to foster a pedestrian oriented living, working, and shopping environment. The plan goes further to recommend revising current parking requirements for properties located within 2000 feet of the Braddock Road Metro station. The proposed age-restricted multifamily building is located within 2000 feet of the Braddock Road Metro station and the requested parking reduction is in line with the BMNP's recommendation to revise current parking requirements to mitigate traffic congestion and encourage a transit-oriented neighborhood (page 7). In addition, in a memo dated December 11, 2019, presented a memo detailing the results of a Multimodal Assessment and Trip Generation Analysis based on Trip generation estimates based on ITE's Trip Generation Manual, 10th Edition. Analysis results show that due to the age restriction placed on the proposed use, the property is expected to generate less trips than a standard multifamily residential use. As a result, lower need for parking is expected for the proposed uses, specifically a 29% decrease in AM peak hour trips and 30% decrease in PM peak hour trips in comparison to a standard multifamily residential use.

Retail parking is accommodated on-street and residential parking is provided within the below-grade parking garage pursuant to the following calculations:

Table 5 – Parking Calculations

Residential Parking		
	Market Rate Units	Affordable Units
Number of Units	124	9
Number of Bedrooms	167	9
Base Ratio	0.8*	0.75
Base Maximum # Spaces	X	X
Credits		
Proximity to BRT	0%	0%
Walkability Index	10%	10%
4 or more bus routes	5%	5%
20% or more studios	0%	0%
Braddock Metro Walkshed**	N/A	10%
Total Credits	0.15	0.25
Resulting Ratio	0.68	0.56
Resulting Minimum # Spaces	114	5
Parking Spaces Required	125	
Parking Spaces Provided	75	
Restaurant Parking		
Total Retail Square Footage: 4,550		
	Required	Provided
Ratio	1 space per 1,000 sf	1 space per 1,000 sf
Number of Spaces	5	0

Furthermore, staff believes that the additional parking reduction for the required single loading space is reasonable as the building is anticipated to have limited loading needs and will have loading in a designated on-street loading space on First Street.

Transportation Management Plan (SUP #2019-00108)

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

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

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

Restaurant Special Use Permit (SUP #2019-0109)

The applicant proposes a restaurant to be located on the ground floor at the northwest end of the building with a main entrance located at the intersection of N. Fayette and First Street. The proposed restaurant occupies approximately 4,550 square feet and will serve both the building's residents and the general public.

Staff supports a restaurant in this location due to the ability of the use to activate both N. Fayette and First Street and to provide another neighborhood dining option. While staff supports the restaurant use, it is important to note that a specific restaurant tenant has not been identified by the applicant. The applicant has submitted an application for a Restaurant Special Use Permit and identified the parameters of the restaurant based on their vision for creating an active, vibrant, pedestrian-oriented environment at the site, as well as their experience creating other commercial development in the city.

As a specific tenant has not been identified, staff has reviewed the special use permit application and prepared recommendations which govern the hours of operation, type of service, sale of alcohol, and entertainment, amongst other issues. These recommendations, included at the end of the development special use permit conditions, are based on the application submitted by the applicant, as well as an analysis of restaurants in close proximity to the site.

Open Space Requirement Modification

The applicant is requesting an open space reduction from the 40% of the site required to the 29% provided and proposed. Staff believes the open space reduction request is reasonable especially due to the public benefit provided by the new pedestrian sidewalk and new open space on N. Henry street. The proposed sidewalk and open space will connect pedestrians from N. Fayette Street to N. Henry Street hereby improving walkability and enhancing the pedestrian experience on three sides of the site.

H. Community

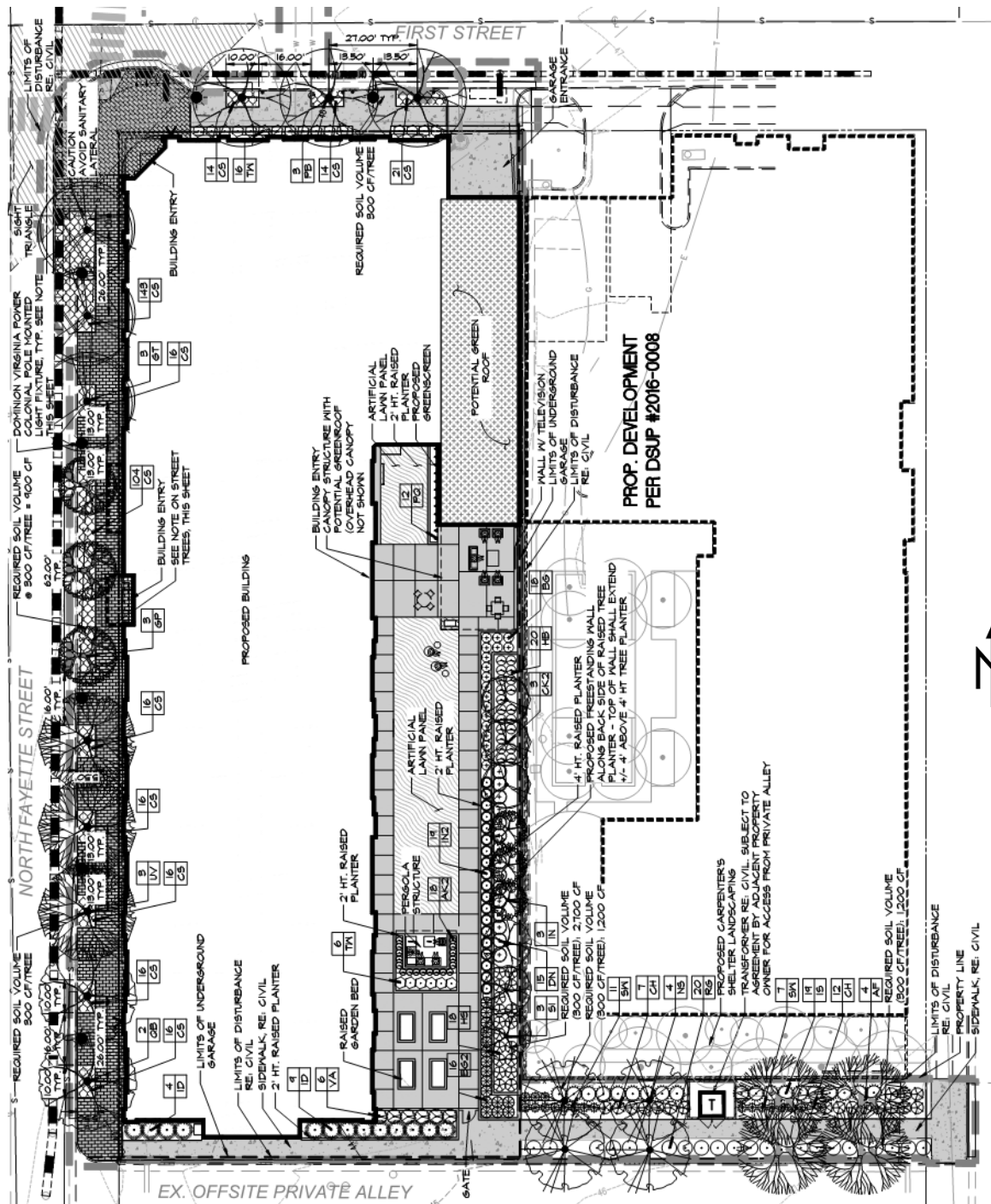
The applicant presented the concept for the Aspire to the Braddock Implementation Advisory Group (BIAG) at their October 16, 2019 meeting and also met with the Commission on Aging on December 16, 2019. The community is generally supportive of the proposal and finds it consistent with the principles of the Braddock Metro Neighborhood Plan.

V. CONCLUSION

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

VI. GRAPHICS

Proposed Site Plan



Renderings



Northwest Corner Perspective
SCALE: NTS



South Elevation Perspective
SCALE: NTS

Renderings



Southwest Corner Perspective

SCALE: NTS



Southeast Corner Perspective

SCALE: NTS

APPROVED



VII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated November 19, 2019 and comply with the following conditions of approval.

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, 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. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements 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) *
4. 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) **
5. 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)
6. 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 light fixtures in the City right of way shall be basic, approved Dominion LED light fixtures, consistent with the street lights on the block face to the south of the site.
- 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 to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- 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/structured 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 as applicable at the development site to prevent light spill onto adjacent properties.
(P&Z) (T&ES) (Police)(BAR)(Code)
7. 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)
8. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all are correctly located and will connect. (P&Z) (DPI)
*
9. Provide lighting, including pedestrian-scaled street lights, along the proposed pedestrian walkway south of the building, to be approved as part of the Final Site Plan
10. The applicant will continue coordination with the adjacent property owner for the removal of the retaining wall and fence to provide for a publicly accessible sidewalk along the south property line to be approved as part of the Final Site Plan subject to agreement of adjacent property owner.
11. The public access easement over the sidewalk and adjacent landscape area along the south property line is to be recorded prior to release of the Final Site Plan.

BUILDING:

12. The building design, including the appearance, color and quality of materials, final detailing, three-dimensional expression and fenestration shall be consistent with the elevations dated November 19, 2019 and the following conditions. (P&Z)

13. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. 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.
 - b. 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.
 - c. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
 - d. Building Panels may not use a wrap-around trim for mounting to the substructure but may use a Hardie Reveal 2.0 system with 7/16" thick fiber cement panels or equal with flush, open joints; exposed fasteners may be either concealed or exposed but finished to match panels.
 - e. The underside of all balconies shall be finished and present a visually cohesive appearance. (P&Z)
14. 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)
15. 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 requires a building permit and 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) (Code)
16. Achieve a green building certification level of LEED Silver (or equivalent) for the restaurant section and LEED Certified (or equivalent) for the residential sections to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES pursuant to the City's Green Building Policy. 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 certification within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or 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)
17. 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)
18. Install Energy Star labeled appliances in all multi-family residential units. (T&ES)

19. 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 (240 volt and at least 40-amp dedicated conduit and power plug) installed for future level 2 electric vehicle chargers. (T&ES)
20. 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: www.epa.gov/WaterSense. (T&ES)
21. The stairwells within structured parking garages shall be visible, 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)
22. 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)

OPEN SPACE/LANDSCAPING:

23. 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, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf
24. If the trees and shrubs on the adjacent development to the east are installed prior to the issuance of a demolition permit or a building permit for the subject property, provide a Tree and Vegetation Protection Plan prepared pursuant to the 2019 Landscape Guidelines as an administrative amendment to the approved Final Site Plan.

25. Provide an Invasive Species Removal and Management Plan with the first Final Site Plan. The Invasive Species Removal and Management Plan shall be prepared pursuant to the 2019 Landscape Guidelines.
26. If planting soil is imported and existing soils are not used for plant media, submit a soil sample test report documenting the soil's pH prior to the request for a Certificate of Occupancy.
27. Provide site furnishings in consultation with staff. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z) (T&ES)
28. 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) (Code) *

TREE PROTECTION AND PRESERVATION:

29. Provide, implement and follow a Tree and Vegetation Protection Plan per the City of Alexandria Landscape Guidelines. (P&Z) (RP&CA)

ARCHAEOLOGY:

30. An archaeological consultant completed a Documentary Study for the project area in May 2019. Due to the potential presence of significant archaeological resources on the property, the consultant recommended that an Archaeological Evaluation is warranted. 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)
31. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements and signage, 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 signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.* (Arch)(P&Z)(RP&CA)

32. 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)
33. 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)
34. 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)
35. 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)
36. 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)

PEDESTRIAN/STREETSCAPE:

37. 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 curb extensions and ADA accessible ramps at the southeast corner of the intersection with N. Fayette Street and First Street. 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.
- c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet
 - 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 thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - h. All crosswalks shall be standard high-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - i. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts. *** (P&Z) (T&ES)

PARKING:

- 38. Provide a minimum of 75 parking spaces in the underground garage. If the resident age restriction is changed or removed, a parking study will be required and an off-site parking agreement may be required to meet any additional parking demand. (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 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 comply with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES)
- 41. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated. This

request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:

- a. Provide parking utilization information to show the on-site residential parking demand and the number of spaces that could be made available for public/off-site parking without negatively impacting use of the parking by the building's occupants.
- b. Update the parking management plan to include, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
 - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third-party lease holders.
- c. Provide a copy of the lease or other agreement to be used for public/off-site parkers. (T&ES) (P&Z)

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)
43. Provide bicycle parking 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) ***

B. TRANSPORTATION

STREETS/TRAFFIC:

44. 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)
45. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
46. 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 space. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

47. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.7 percent. Provide a minimum 10 foot long ramp transition that provides a slope equal to one-half the difference in slope between two adjacent sections of ramp when there is a 10 percent or greater difference in slope between the two adjacent sections of ramp. (T&ES)
48. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
49. Furnish and install two 4-inch Schedule 40 PVC conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks around the perimeter of the site [amend frontage as needed]. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
50. 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)
51. In the event the age restriction for the proposed units are lifted and the use is revised to a "true" multifamily use, a Transportation Impact Assessment will be required prior to approval of the change in use. The Transportation Impact Assessment's results will determine if City's existing transportation infrastructure and services can support the projected trips generated from the multifamily units. The Transportation Impact Assessment's scope shall be reviewed and approved by the City's Transportation staff. (T&ES)

TRANSPORTATION MANAGEMENT PLAN:

SMALL PROJECTS (Tier 1 or 2)

52. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement Transportation

Demand Management (TDM) strategies to discourage single occupancy vehicle (SOV) travel and encourage residents and employees to take public transportation, walk, bike or share a ride. (T&ES)

53. A 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 assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to inform residents and tenants about benefits and alternatives to SOV travel. (T&ES) ***
54. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)
55. 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 property 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)
56. 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)

BUS STOPS AND BUS SHELTERS:

57. Show all existing bus stop(s) in the vicinity of the site on the Final Site Plan. (T&ES) (Code)

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

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

UTILITIES:

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

SOLID WASTE:

- 63. All trash collectors for the project site are required to take their collected trash to the Alexandria/Arlington waste-to-energy facility. (T&ES)
- 64. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black 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) *
- 65. Provide \$1626 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, approved dome decals, and approved band 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)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT:

66. 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)
67. 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)
68. 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)
69. 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 a door on the same level as the green roof, an interior elevator, interior stairway with door 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) 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 removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)

70. Construction inspection checklists must be completed for each BMP during construction. Prior to the release of the performance bond, the applicant must submit all documents required by the City of Alexandria As-Built Stormwater Requirements to include as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
71. 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 approved plans and specifications. (T&ES)
72. 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)****
73. 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) *
74. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ 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, master association, and/ 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) ****

75. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
76. 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) ****
77. 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) ****

WATERSHED, WETLANDS, & RPAs:

78. 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)

79. 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)
80. Provide Environmental Site Assessment Notes that clearly delineate any RPAs and the appropriate buffers, in a method approved by the Director of Transportation and Environmental Services if found to be located on site. The Environmental Site Assessment shall also clearly describe, map or explain any of the following if found to be located on site: 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/or a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND:

81. Indicate whether 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)
82. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.

- e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) *
83. 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) (Code)
84. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

SOILS:

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

NOISE:

86. 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). Once the final building design has been established, conduct a building shell analysis if needed, to identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the 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)
87. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release. (T&ES) *
88. The use must comply with the City's noise ordinance. All exterior loudspeakers shall be prohibited. No amplified sounds shall be audible at the property line after 9:00 PM. (T&ES)
89. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
90. 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 area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading area in plain view. (T&ES)

AIR POLLUTION:

91. 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)

E. CONSTRUCTION MANAGEMENT

92. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Include an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. 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.
 - 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)
93. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *

94. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
95. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop at First Street and Route 1, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
96. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
97. 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)
98. 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)
99. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
100. 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)

101. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
102. 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)
103. 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) ***
104. 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)
105. 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) ***

106. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
107. 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)

F. CONTRIBUTIONS

108. Pursuant to the Braddock Metro Neighborhood Plan, a contribution is required to both the Braddock Open Space Fund and the Braddock Community Amenities Fund. Current contribution amounts based on the formulas approved by City Council in 2009 are as follows:
 - a. \$0.66 (2019\$) per as-built gross square foot towards the Braddock Community Amenities Fund, excluding gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance; and,
 - b. \$4.29 (2019\$) per as-built gross square foot towards the Braddock Open Space Fund, excluding gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance.
109. Contribution rates are subject to an annual escalation clause equivalent to the CPIU 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

110. Contribute \$20,000 to the City prior to Final Site Plan release to install a bike share station on or directly across from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage due to space constraints or impacts to operational efficiency, an alternate off-site location within a two-block radius of the project may be selected. (T&ES)

HOUSING:

111. The applicant has agreed to provide a voluntary contribution of \$385,127 to the Housing Trust Fund. (Housing) ***
112. Set Aside Units:
- a. The applicant has agreed to provide nine one-bedroom affordable set-aside rental units.
 - 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. Residents of the set-aside units will be responsible for the full cost of the required monthly senior housing service payment as described in the Affordable Housing Plan dated January 15, 2020.
 - c. The applicant shall re-certify the incomes of resident households annually. 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, 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 residents of set-aside units shall have access to all amenities offered within the entire Development.
- f. For the parking spaces attributed to the set-aside units, residents of the set-aside units may be charged a monthly parking fee of up to \$50 (in 2020 dollars) or the standard fee whichever is lower. Any additional parking spaces will be subject to standard fees.
- g. 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.
- h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 60 days prior to leasing and provide the City with marketing information, including the affordable rents, service costs, 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 60 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 applicant shall develop a Memorandum of Understanding (MOU) with the City of Alexandria to be executed prior to the release of the Final Site Plan. The MOU will require the applicant to apply the same rules and regulations applicable to all market rate units to the affordable units and may include, but not be limited to the following: the criteria used to qualify eligible individuals; expectations regarding City notification by the applicant of vacancies and next-level care needs; the means of marketing the program to reach individuals, in particular City of Alexandria residents, with limited financial resources who will benefit from the units; and the process through which secondary occupants of the set-aside units will receive information on the additional occupancy fee and timely notice regarding changes to its cost.
- l. The total of non-refundable fees, excluding monthly senior housing service payment, parking, application and pet fees, shall not exceed 15% of gross affordable rent.
- m. Amendments to the approved Affordable Housing Plan dated January 15, 2020 shall be reviewed by the Alexandria Housing Affordability Advisory Committee for its consideration, and require final approval from the City Manager.

PUBLIC ART:

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

G. USES AND SIGNS

RESTAURANT USE:

114. Provide documentation (lease agreement or similar) to future retail tenants requiring 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 at a Silver level.
115. The Director of P&Z 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)

116. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
117. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
118. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)
119. The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on the restaurant's website. (T&ES)
120. Exterior power washing of the building shall not be completed using any kind of detergents. (T&ES)
121. Chemicals, detergents or cleaners stored outside the building shall be kept in an enclosure with a roof. (T&ES)
122. If used cooking oil is stored outside, the drum shall be kept securely closed with a bung (a secure stopper that seals the drum) when not receiving used oil, it shall be placed on secondary containment, and it shall be kept under cover to prevent rainwater from falling on it. (T&ES)
123. Trash and garbage shall be stored inside or in sealed containers that do not allow odors to escape, invasion by animals, or leaking. No trash or debris shall be allowed to accumulate outside of those containers. Outdoor containers shall be maintained to the satisfaction of the Directors of P&Z and T&ES, including replacing damaged lids and repairing/replacing damaged dumpsters. (P&Z) (T&ES)
124. Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue or wash water be washed into the streets, alleys or storm sewers. (T&ES)

125. All waste products including but not limited to organic compounds (solvents and cleaners) shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
126. The use must comply with the City's noise ordinance. All exterior loudspeakers shall be prohibited. No amplified sounds shall be audible at the property line after 9:00 PM. (T&ES)

SIGNAGE:

127. 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)
128. 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)
129. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
130. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)

VIII. CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding
Planning and Zoning (P&Z)

- F - 1. In the future, if a property owner requests approval to construct a deck on their property, the property owner must demonstrate continued compliance with open space, floor area ratio requirements and setbacks pursuant to the Zoning Ordinance.
- 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 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 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)

Code Administration (Building Code)

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

- building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
 - C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
 - C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
 - C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
 - C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
 - C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
 - C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
 - C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
 - C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 2. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

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

Transportation and Environmental Services (T&ES)

- F - 3. 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 - 4. 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 website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 5. 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 - 6. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 7. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 8. 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 - 9. 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 - 10. 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 - 11. 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 - 12. 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 - 13. 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 - 14. 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 - 15. 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 - 16. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 17. 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 - 18. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as "Information Only." (T&ES)
- F - 19. 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 - 20. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

C - 10 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 - 11 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 - 12 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 - 13 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 - 14 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 - 15 (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 - 16 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 - 17 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 - 18 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 - 19 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 - 20 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 21 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 - 22 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 23 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 ensure 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 - 24 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 - 25 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 - 26 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 - 27 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 28 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

- C - 29 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 - 30 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 - 31 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 - 32 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 33 Clearly show the areas and materials of sidewalk in the Right-of-Way. (T&ES-PWS)

AlexRenew Comments

1. The Applicant shall include the Potomac Yard Trunk Sewer (PYTS) easement on the proposed site plan to confirm that no proposed structures shall be placed on top of the PYTS or within the PYTS easement.
2. The Applicant stated in the comment response letter (response to comment #21) their intent to submit geotechnical and construction monitoring plans along with pre- and post- construction structural evaluations for the PYTS with the final site plan. It is recommended to submit a preliminary version of these plans as early as possible to facilitate the review process and minimize the potential for delays associated with the final approval.

3. The Applicant shall include profiles with the HGL of the sewer lateral connection where it ties into the PYTS on the proposed site plan and confirm that there is sufficient capacity in the PYTS under wet weather conditions to convey the proposed flow without basement backups.

VAWC Comments

Specific comments to be provided for each project.

Fire Department

- F - 21. 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, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. 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.

Police Department

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

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

Parks

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

Miscellaneous

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

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

Affordable Housing Plan
1112 First Street – Aspire Alexandria
REVISED
January 15, 2020

1.1 Project name and address

Project Name: Aspire Alexandria
Project Address: 1112 First Street
Application number: DSUP #2019-0007

1.2 Brief description of the application and the proposed development program

The Applicant proposes to construct a six-story age-restricted multifamily building with 133 rental units, associated amenities, and approximately 4,550 square feet of ground floor restaurant space.

1.3 Requested zoning changes or waivers (if any)

1. Development Special Use Permit (DSUP)
2. SUP for bonus density for the provision of affordable housing (Section 7-700)
3. Transportation Management SUP
4. SUP for a Restaurant
5. SUP for a Parking Reduction (Loading Space and Restaurant)
6. Modification to exceed the height to setback relationship
7. Modification of the open space requirement

1.4 A brief discussion on how the affordable housing goals and recommendations of its applicable small area plan are being addressed by the AHP.

The project is located within the Braddock Metro Neighborhood Plan. This plan encourages affordable housing in order to create an economically diverse area, but does not specifically discuss affordable senior housing. The Applicant proposes to advance the goals of the Citywide Housing Master Plan through a contribution to the Housing Trust Fund and further the City's goal of providing affordable senior housing by contributing nine (9) discounted age-restricted units.

2. The number, type (rental/for-sale), size (number of bedrooms), level of affordability (percent of area median income), location, and length and terms of affordability of existing CAUs being demolished as part of redevelopment.

N/A. The existing use is an automobile service garage.

3. The status of tenant engagement efforts.

N/A.

4. The status of tenant relocation planning efforts and outreach to the Landlord-Tenant Relations Board.

N/A.

5. The number, type (rental/for-sale), size (number of bedrooms), level of affordability (percent of area median income), location, and length and terms of affordability of proposed CAUs.

Nine (9) on-site affordable one-bedroom units at 60% AMI rent (as adjusted for utilities) for 40 years plus a \$385,127 voluntary contribution on the base. The future tenant will be responsible for paying the applicable additional senior housing services payment (currently \$2,313 per unit/month but subject to change over time) over and above the 60% AMI rent.

6. A description of existing and proposed affordable housing financing agreements with third parties (including the Department of Housing and Urban Development).

N/A

7. An equivalency analysis that compares the value and location of CAUs proposed to be provided off-site to that of CAUs constructed on-site.

The Applicant is not proposing off-site CAUs.

8. A description of how proposed CAUs will be incorporated into the overall project to create a successful mixed-income community, including whether CAU residents will have access to amenities available to residents of market-rate rental units.

The CAUs will have access to the same services and amenities as the residents of the market-rate rental units, and the units will be evenly distributed throughout the building. Please see the Appendix 1 for a list of services included in the senior housing services payment.

9. Information on proposed phasing and implications such phasing would have on the delivery of proposed CAUs.

The Applicant intends to construct the building in one phase.

10. Information on contributions proposed to be made to the Housing Trust Fund.

As stated above, the Applicant proposes a \$385,127 voluntary contribution to the Housing Trust Fund.

11. An estimate of the types and number of jobs to be created by mixed-use projects (for informational purposes only).

The proposed building will create a total of approximately 32 jobs in the multifamily building and associated restaurant.

12. Other information the applicant deems relevant to the AHP.

N/A.

APPENDIX 1

The following summarizes facilities and services included in the Senior Housing Services Payment:

- Aspire Alexandria is programmed to be a service enriched retirement community for seniors who are independent. The typical age of a new resident is between 77 to 82 years old. Although they are able to complete most activities of daily living such as eating, dressing, and showering, our residents are often selling their homes (downsizing) to live in a community where there are numerous amenities and group activities, and where they no longer have to maintain their home and cook all their meals.
- Our property will have 17 staff members dedicated to the operation of the senior housing, compared to a typical multifamily property at approximately 4 employees for a development of 133 units. Our staff members include:
 - Executive Director
 - Business Office Manager
 - Concierge at front desk (four full time)
 - Director of Community relations
 - Marketing Coordinator
 - Four housekeepers
 - Maintenance Supervisor
 - Maintenance Associate
 - Activities Director
 - Activities Assistant
 - Community Driver
- The property will have an in-house restaurant that is open to the public. Approximately 15 additional employees will work in the restaurant. The restaurant will be managed by the same company as the senior housing.
- Between the restaurant and senior dedicated staff, there will be a total of over 30 staff members working at the property.
- 30 meals are provided within the SHSP from the in-house restaurant are included. You can increase from there to 50 meals or more.
- All utilities, including trash removal, are included (except telephone).
- Basic cable and wireless internet is included.
- Entertainment, social and educational programs and events: morning prayer, balance class, Wii bowling, Bingo, Brain Games, cards games, movie nights, singalong, bird watching club, book club, arts and crafts class, and numerous others.

- We have group wellness activities with focus on Physical, Social, Intellectual, and Spiritual Wellness.
- A preferred in-home healthcare provider will have an office on site. Residents can hire this third party provider as they begin to need more assistance with activities of daily living such as dressing, bathing, and taking their medication.
- The property has its own scheduled transportation services for residents. There is a vehicle that accommodates residents for events and social outings as well as a car for one off trips such as doctors' appointments, etc.
- Weekly housekeeping and linen service is included.
- Prescription delivery by pharmacy is available.
- Hand-rails are along the hallways
- Emergency pull cords are in all bathrooms.
- Emergency "Pendants" (on the wrist or neck) are available upon request
- Residents will also have access to:
 - Fitness center with equipment focused on seniors (for mobility, rehab, etc). We typically have a physical therapist working with residents here, although they are free to work out on their own.
 - Hair and Nail Salon and spa.
 - Outside private garden area with raised planter beds.
 - Art studio.
 - Theater.
 - Library.
 - Meeting and game rooms.
 - Outdoor patio with fire pit, gazebo, and dining areas.

*Specific services are subject to change based on availability and market demand.

MEMORANDUM



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620
WellsandAssociates.com

TO: Bob Garbacz
City of Alexandria

FROM: Michael R. Pinkoske, PTP
Grady P. Vaughan, P.E.
Dyron D. Capers, EIT
Wells + Associates, Inc.

RE: 1112 First Street

SUBJECT: Multimodal Assessment and Trip Generation Analysis

DATE: December 11, 2019

Introduction

Wells + Associates has prepared a multimodal and trip generation memorandum for the proposed redevelopment of the 1112 First Street property. The subject site is bounded by First Street to the north, Montgomery Street to the south, N. Fayette Street to the west, and the N. Henry Street (U.S. Route 1) to the east. The subject property is currently occupied by the approximately 10,080 square foot (SF) Tony's Auto Service. The Applicant proposes to raze the existing use and redevelop the site with 133 age-restricted (62 years and older) units and 4,550 square feet of ground floor restaurant space. While the City has classified the site as multifamily residential for zoning purposes, staff has agreed that ITE Land Use Code 252 (Senior Adult Housing – Attached) is appropriate for purposes of this study given the age restriction of the residents. The site location is shown on Figure 1.

As mentioned above, the existing auto repair shop would be razed and redeveloped with 133 age-restricted units (approximately 127,126 SF/176 beds). No guest rooms are proposed with this application. The proposal would be served by approximately 75 parking spaces in one (1) level of below-grade parking and one loading space on First Street. Consistent with the reduced trip generation of the proposed age-restricted units when compared to multifamily residential, a lower need for parking is expected for the proposed uses. A special use permit for relief from the parking and loading requirements are requested. Access to the parking garage would be located approximately mid-block on First Street. A reduced version of the concept plan is shown on Figure 2.

Multimodal Transportation Network Assessment

It is a goal of the City of Alexandria to create an integrated, multimodal transportation system that is accessible and safe for all users, including pedestrians and bicyclists. To help achieve this goal, the City Council adopted a Complete Streets Policy in 2010. The term Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users. The policy is intended to promote equality for pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor vehicles. Further, the policy is intended to promote equality for people of all ages and abilities, including children, older adults, and individuals with disabilities. The study area includes bicycle and pedestrian data, analysis and reporting of infrastructure within a ¼ mile radius from the site. An integrated transportation system will allow for the subject property to encourage users to utilize alternative modes of transportation in lieu of single occupancy vehicles when traveling to and from the site.

Pedestrian Facilities

The Braddock Metro Small Area Plan has a connected network of sidewalks that provides the safe and efficient movement of pedestrians between residences, places of employment, retail shops, open space, transit facilities and other destinations within the area. A review of existing conditions confirms that within ¼ mile from the subject site, as shown on Figure 3, sidewalks are present along both sides of all streets with the following exceptions:

- West Side of North Fayette Street north of First Street. This segment will be improved with the planned Braddock Gateway Phase II

There are five (5) signalized intersections within the pedestrian and bicycle ¼ mile study area. A review of the existing signalized intersections confirms that crosswalks are provided across each leg. Every crosswalk provides pedestrian ramps connecting the sidewalks on either side. Pedestrian count down heads are provided for each marked crosswalk at the signalized intersections as shown on Figure 3.

Public Transit Service

The Braddock Metro Neighborhood is well served by transit as shown on Figure 4. This includes DASH bus, Bus Rapid Transit (BRT), Metrobus, and Metrorail.

Metrorail Service. The Braddock Road Metrorail station is located approximately 0.25 miles (straight line distance) southwest of the subject site. This station is served by both the Yellow and Blue Lines. The subject property is located within the ½ mile walkshed from the station based on the City of Alexandria Metro Station Walkshed Map.

MEMORANDUM

DASH Service. DASH service is provided by lines AT2, AT4, AT5, and AT8 in the vicinity of the site as shown on Figure 4. Line AT2 provides service from Lincolnia to the Braddock Road Metrorail station; additional stops include Mark Center, the Alexandria Hotel, the King Street-Old Town Metro station, and City Hall. In the vicinity of the site, the line travels along Powhatan Street, Montgomery Street, and Madison Street. Line AT4 provides weekday service between City Hall and the Pentagon Metro station; additional stops include the Braddock Road Metro station and Parkfairfax. In the vicinity of the site, the line travels along Montgomery Street, Madison Street, and North Henry Street. Line AT5 provides service from the Van Dorn Street Metro station to the Braddock Road Metro station; additional stops include Landmark Mall, King Street Metro, and the Alexandria Hospital. In the vicinity of the site, the line travels along Fayette Street, First Street, and N. Henry Street. Line AT8 provides service from the Van Dorn Street Metro station to the Braddock Metro Station; additional stops include Landmark Mall, Shops at Foxchase, and the King Street Metro station. In the vicinity of the site, the line travels along Madison Street and Montgomery Street.

Metroway. Metroway is a BRT system which operates with dedicated travel lanes along a portion of the route from U.S. Route 1/Potomac Avenue to U.S. Route 1/East Glebe Road. Service began in August 2014 and replaced the 9S line. Service is provided between the Braddock Road and Pentagon City Metro stations, via the Crystal City-Potomac Yard Transitway. Buses run every six minutes from Crystal City to Potomac Yard and every 12 minutes between Braddock Road and Pentagon City. They run every 12 minutes to 15 minutes on off-peak times during weekdays and every 20 minutes on weekends. The closest stop to the subject site is located at Braddock Road Metrorail Station. The subject property is located within the ½ mile walkshed of BRT based on the City of Alexandria BRT Walkshed Map.

Metrobus Service. Metrobus service is provided by line 10E which runs along Powhatan Street in the vicinity of the site. Line 10E operates on weekdays and provides service between the Rosslyn Metrorail Station and Hunting Point. The closest stop to the site is at the intersection of Bashford Lane and Powhatan Street.

Bicycle Network

As shown on Figure 5, within vicinity of the site, U.S. Route 1 (to the north) has off-street bikeways over the Monroe Bridge. Slaters Lane (to the east) is marked as an on-street bike route. These routes connect to the Mount Vernon Trail that run to the north and south of the site. N. Fayette Street and Madison Street near the Braddock Road Metro are marked as on-street Bike routes.

Currently, the closest Capital Bikeshare facility to the subject site exists at the Braddock Road Metro Station (28 bikes), as shown on Figure 5. Capital Bikeshare is also available at the Madison Street & N. Henry Street intersection (15 bikes). The closest bicycle shop to the subject site is located at 302 Montgomery Street.

MEMORANDUM

Pedestrian Access to/from 1112 First Street

Access for pedestrians is facilitated by marked crosswalks and ADA ramps at the intersections of First Street/U.S. Route 1, First Street/N. Fayette Street, Braddock Place/N. Fayette Street. ADA ramps exist on all quadrants of the intersections with marked crosswalks. The subject development would include streetscape improvements that will improve sidewalks along the north and west site frontage on N. Fayette Street and First Street. In addition, a sidewalk is proposed on the south side of the site adjacent to the alley.

The nearest transit stop is located at the northwest corner of First Street and Fayette Street (Lines AT5, AT8, and Metroway). The Braddock Road Metro station is approximately 0.25 miles southwest of the site and is accessible via a connected grid of sidewalk.

Based on the City's Walkability Index, 1112 First Street has a walkscore of 90. Additionally, based on walkscore.com, 1112 First Street has a Transit Score of 72, Excellent Transit, and Bike Score of 82, Very Bikeable, due to the presence of transit and bike amenities near the site (source: walkscore.com).

Trip Generation

The trip generation analysis prepared for the proposed redevelopment on 1112 First Street is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The site is currently occupied by Tony's Auto Service, consisting of approximately 10,080 square feet (SF) of space. Vehicular access is currently provided via four (4) curb cuts, one (1) on N. Henry Street, one (1) on N. Fayette Street and two (2) on First Street.

A comparison of the proposed age-restricted units with ground floor restaurant space to the existing uses is presented in Table 1. These calculations are based on unfractured ITE trip generation rates/equations for ITE land uses codes 942 (Auto Care Center), 252 (Senior Adult Housing – Attached) and 932 (High-Turnover Restaurant). As shown in Table 1, the proposed residential uses with ground floor restaurant would generate 49 additional weekday AM peak hour trips and 43 additional weekday PM peak hour trips in comparison to the existing use. The proposed uses would not exceed the 50 trip threshold for a traffic study.

Based on comments from Staff, a trip generation comparison of the proposed age-restricted units and Mid-rise Multifamily Residential (ITE Land Use Code 221) was completed. As shown in Table 1, mid-rise multifamily residential would generate 21 additional weekday AM peak hour trips and 24 additional weekday PM peak hour trips when compared to the proposed age-restricted use. These estimates for mid-rise multifamily would result in a 29% increase in AM peak hour trips and 30% increase in PM peak hour trips in comparison to the age-restricted use.

MEMORANDUM

Additional trip generation analysis assuming internal capture and non-auto reductions is summarized in Table 2. A 45% non-auto was assumed for the residential units and a 30% non-auto was assumed for the restaurant uses based on the 2005 WMATA ridership survey. As shown, the proposed site would generate a total of 45 AM peak hour trips, 46 PM peak hour trips, and 535 weekday daily trips with reductions.

Parking Reduction

The Applicant proposes to provide 75 parking spaces for the age-restricted units and ground floor restaurant space. Based on the City of Alexandria parking requirements for the multifamily zoning designation and relevant reductions detailed on the DSUP, the proposed 176 bedrooms would require a minimum of 120 parking spaces. The proposed restaurant space would require a minimum of 5 parking spaces and maximum of 14 parking spaces.

Based on the Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition, Senior Adult Housing would require 0.61 spaces per unit and Mid-Rise Multifamily would require 1.31 spaces per unit. This is a reduction of 0.7 spaces per unit, or approximately 53%, from standard multifamily to senior adult housing. Therefore, estimates based on a multifamily zoning classification would provide significantly more parking than the demand of the proposed age-restricted units.

Based on the above calculated peak hour trip generation and associated reductions summarized in Table 2, the residential tenants and retail employees would be sufficiently served by the proposed 75 spaces.

Transportation Management Plan (TMP)

A TMP is a site-specific plan of Transportation Demand Management (TDM) strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to driving alone. The TMP is required by ordinance through the City's development review process, depending on the size of the development.

The ordinance requires that projects submit a Special Use Permit application which must include a multimodal transportation study and a Transportation Management Plan. The thresholds for developments requiring a TMP for the proposed uses are 20 residential units. Generally, there are three types of TMP tiers that determine program participation: Tier 1 TMPs are for smaller developments, Tier 2 for mid-sized developments and Tier 3 for larger developments.

For a development or building that includes more than one use, each use shall be separately assessed, and the highest applicable tier shall apply to the whole development. If a development has more than one use in the same tier, then the next highest tier will be used to define which TMP development tier will apply. Based on the development program assumed in the trip

WELLS + ASSOCIATES

MEMORANDUM

generation, the proposal would be classified as a Tier 2 TMP (residential). The commercial uses do not meet the TMP threshold of 10,000 SF. Therefore, the development qualifies for the Tier 2 TMP.

Tier 2 TMPs have the option of joining the Citywide TDM program or partnering with an adjacent TMP. Joining the Citywide program requires payments to the TDM fund and allows the City to implement TDM measures such as surveys, mailings and hosting events to encourage participation. Partnering with an adjacent TMP requires that a joint proposal be submitted by both TMP parties to the City.

Conclusion

For the reasons outlined herein, we request confirmation that this document serve as the required multimodal transportation and trip generation assessment of the proposed development and that nothing additional would not be required of the Applicant. In the event that the proposed building is to be converted to standard multifamily dwelling units in the future an additional memorandum will be provided.

Thank you for your consideration and please feel free to contact Grady Vaughan at (703) 676-3627 or gpvaughan@wellsandassociates.com with any questions or comments.

Table 1
1112 First Street
Site Trip Generation Analysis¹

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<u>Existing</u>										
Automobile Care Center	942	10,080	SF	15	8	23	17	19	36	360
<u>Proposed</u>										
Senior Adult Housing - Attached	252	133	DU	9	18	27	14	21	35	492
High-Turnover Restaurant	932	4,550	SF	25	20	45	27	17	44	510
Total Proposed Trips				34	38	72	41	38	79	1,002
Net New Site Trips (Senior Adult Housing)				19	30	49	24	19	43	642
<u>For Comparison</u>										
Mid-Rise Multifamily Residential	221	133	DU	12	36	48	36	23	59	724
High-Turnover Restaurant	932	4,550	SF	25	20	45	27	17	44	510
Total Proposed Trips				37	56	93	63	40	103	1,234
Net New Site Trips (Multifamily)				22	48	70	46	21	67	874
Difference in Trips of Age-Restricted Units vs. Multifamily Units				-3	-18	-21	-22	-2	-24	-232
Percent Difference				-9%	-47%	-29%	-54%	-5%	-30%	-23%

Notes:
 1. Trip generation estimates based on ITE's Trip Generation Manual, 10th Edition.
 2. Average daily trip estimates assume a k factor of 0.1 for the existing automobile care center uses.

Table 2
1112 First Street
Site Trip Generation Analysis with Reductions¹

Site Trip Generation Analysis with Reductions

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
Proposed										
Senior Adult Housing - Attached	252	133	DU	9	18	27	14	21	35	492
Internal Capture with Retail (5% AM, 10% PM, 10% SAT, 15% ADT)				-	-1	-1	-1	-2	-3	-74
External Residential Trips				9	17	26	13	19	32	418
45% Non-Auto Adjustment ³				-4	-8	-12	-6	-9	-15	-188
Total Residential Trips				5	9	14	7	10	17	230
High-Turnover Restaurant	932	4,550	SF	25	20	45	27	17	44	510
Internal Capture with Residential (5% AM, 10% PM, 10% SAT, 15% ADT)				-1	-	-1	-2	-1	-3	-74
External Restaurant Trips				24	20	44	25	16	41	436
30% Non-Auto Adjustment ³				-7	-6	-13	-8	-5	-12	-131
Total Restaurant Trips				17	14	31	17	11	29	305
Total Site Trips with Reductions				22	23	45	24	21	46	535

Notes:

1. Trip generation estimates based on ITE's Trip Generation Manual, 10th Edition.
2. Average daily trip estimates assume a k factor of 0.1 for the existing automobile care center uses.
3. Non-Auto reduction based on data provided by the 2005 WMATA ridership survey for residential and retail uses.

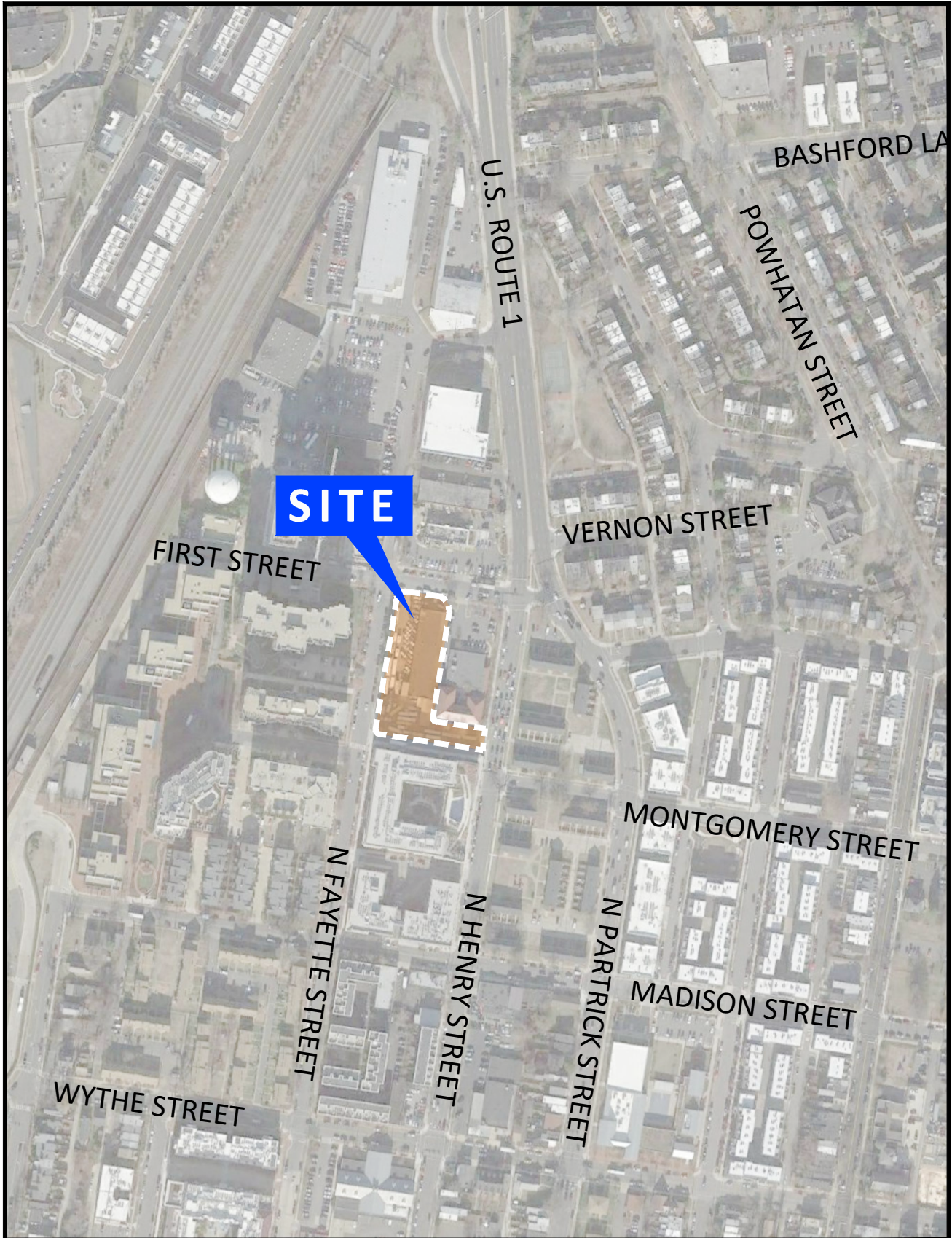


Figure 1
Site Location



1112 First Street
City of Alexandria, Virginia



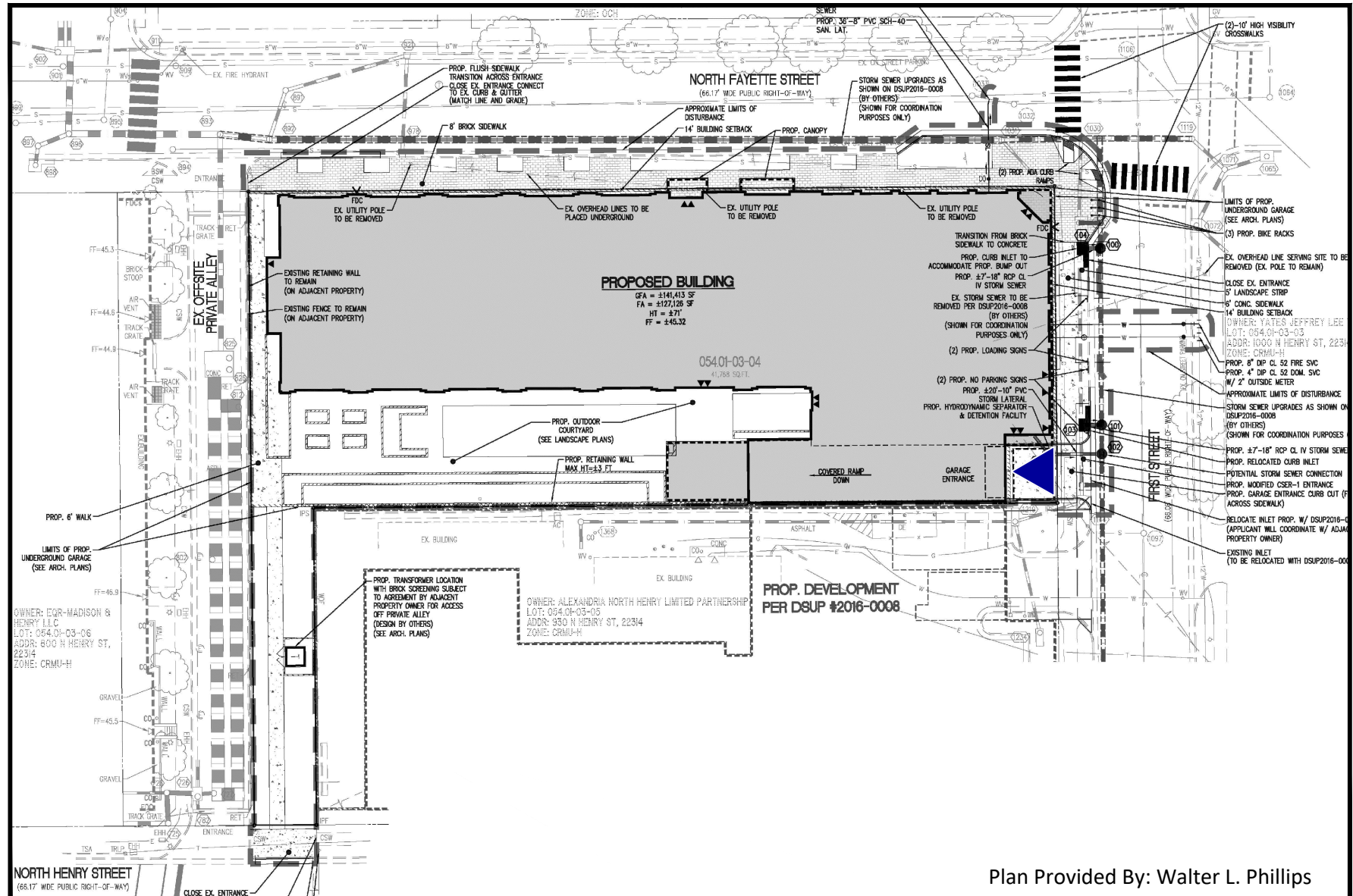


Figure 2
Stage I Concept Plan



Proposed Site Access Point



NORTH

1112 First Street
City of Alexandria, Virginia



Figure 3
Existing Pedestrian and Bike Infrastructure

- Sidewalk
- - - Crosswalk
- Capital Bikeshare
- Bus Stops
- Signalized Intersection



NORTH

1112 First Street
City of Alexandria, Virginia



NORTH

1112 First Street
City of Alexandria, Virginia



Figure 5
Alexandria County Bike Map



1112 First Street
City of Alexandria, Virginia



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2019-0007

Project Name: Aspire Alexandria

PROPERTY LOCATION: 1112 First Street

TAX MAP REFERENCE: 054.01-03-04

ZONE: CRMU-H

APPLICANT:

Name: BRG Tony's Gulf, LLC

Address: 2700 S Quincy Street, Suite 500, Arlington, VA 22206

PROPERTY OWNER:

Name: Antonio and Donna Damiani

Address: 1112 First Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL The Applicant proposes a 133-unit age-restricted multifamily residential building with an approximately 4,550 square foot ground floor restaurant.

MODIFICATIONS REQUESTED Modification of the open space requirement.

SUP's REQUESTED Transportation Management Plan SUP, Restaurant SUP, and Parking Reduction 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.

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

Signature

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

9/13/2019

Date

REVISED 11/19/2019

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.

Please see attached.

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

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

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

N/A

BONAVENTURE

REALTY GROUP, LLC

BRG Tony's Gulf, LLC
c/o Bonaventure Realty Group
2700 South Quincy Street, Suite 500
Arlington, VA 22206

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

September 9, 2019

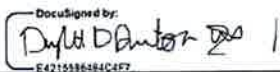
Re: Authorization to File Applications for a Development Special Use Permit and
Associated Requests
1112 First Street; TM ID #054.01-03-04 ("The Property")

Dear Mr. Moritz:

BRG Tony's Gulf, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit and associated requests on the Property.

Very Truly Yours,

BRG Tony's Gulf, LLC

By: 
DocuSigned by:
Duane Danton 20190912140457

Manager

Its: _____

9/12/2019

Date: _____

2700 South Quincy St., Ste. 500 | Arlington, VA 22206
t. 703.567.4590 | f. 703.832.8319 | bonaventure.com



Antonio and Donna Damiani
1112 First Street
Alexandria, VA 22314

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

September 9, 2019

Re: Consent to File Applications for a Development Special Use Permit and
Associated Requests
1112 First Street; TM ID #054.01-03-04 ("The Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, Antonio and Donna Damiani hereby consent to the filing of an application by BRG Tony's Gulf, LLC for a Development Special Use Permit and any associated requests on the Property.

Very Truly Yours,

Antonio and Donna Damiani

By: Donna Damiani

Its: Owner

Date: 9-12-19

Antonio and Donna Damiani
1112 First Street
Alexandria, VA 22314

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

September 9, 2019

Re: Consent to File Applications for a Development Special Use Permit and
Associated Requests
1112 First Street; TM ID #054.01-03-04 ("The Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, Antonio and Donna Damiani hereby consent to the filing of an application by BRG Tony's Gulf, LLC for a Development Special Use Permit and any associated requests on the Property.

Very Truly Yours,

Antonio and Donna Damiani

By: 

Its: Owner

Date: 9-12-19

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.} *BRG Tony's Gulf, LLC	2700 S Quincy Street, Suite 500	50%
^{2.} Antonio and Donna Damiani	1112 First Street	50%
^{3.} *See Attached		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1112 First 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.} Antonio and Donna Damiani	1112 First Street	100%
^{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 indicated each person or entity and "None" in the corresponding fields).**

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
^{1.} Antonio and Donna Damiani	None	N/A
^{2.} Dwight Dunton	Campaign Donation in excess of \$100	Justin Wilson
^{3.} J.P. Hyland Chris Cobb	None None	N/A N/A

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.

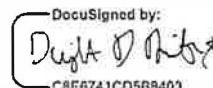
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

09/12/2019

Date

Dwight Dunton

Printed Name

DocuSigned by:

 C8E6741CD5B9403

Signature

Ownership & Disclosure Information
BRG Tony's Gulf, LLC
September 12, 2019

BRG Tony's Gulf, LLC has two members:

- 50% - Antonio and Donna Damiani – 1112 First Street
- 50% - BWF Tony's Gulf, LLC

BWF Tony's Gulf, LLC's sole member is Bonaventure Wealth Fund, LLC.

Bonaventure Wealth Fund, LLC:

- Dwight D. Dunton, III – 2700 S. Quincy Street, Suite 500, Arlington, VA 22206
 - 76.5% of Bonaventure Wealth Fund, LLC or 38.25% of BRG Tony's Gulf, LLC
- J.P. Hyland – 2700 S. Quincy Street, Suite 500, Arlington, VA 22206
 - 6.5% of Bonaventure Wealth Fund, LLC or 3.25% of BRG Tony's Gulf, LLC
- Chris Cobb – 1310 Roosevelt Street, Alexandria, VA 22302
 - 7% of Bonaventure Wealth Fund, LLC or 3.5% of BRG Tony's Gulf, LLC
- All other owners of Bonaventure Wealth Fund own less than 3% of the applicant entity.

Disclosure: Dwight D. Dunton, III is a Member of the Industrial Development Authority for City of Alexandria.

BRG Shared Services, LLC made a campaign contribution in excess of \$100 to Justin Wilson. BRG Shared Services, LLC is owned 100% by Bonaventure Realty Group, LLC owned by Dwight Dunton.

Development SUP # _____

- 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.)

Please see attached.

1112 First Street (the “Property”)
Aspire Alexandria
Narrative Description

REVISED
November 19, 2019

Proposal Overview

The Property is located at 1112 First Street and within the study area for the Braddock Metro Neighborhood Plan (“BMNP” or the “Plan”; approved in 2008). The Property currently contains an automobile repair garage that has been in business since 1942. In conjunction with the adjacent site – the home of the new Carpenter Shelter building, which is currently under construction – the proposal will complete the redevelopment of the block in furtherance of the BMNP.

BRG Tony’s Gulf, LLC (the “Applicant”) proposes to develop the Property with 133 age-restricted multifamily units and approximately 4,550 square feet of ground floor restaurant space. The building will also contain amenity spaces for residents on the ground floor, landscaped courtyard, and upper floors. The Applicant proposes 75 parking spaces in one (1) level of below-grade parking and one (1) on-street loading space. The proposed building is approximately 70.3 feet in height to the main roof, with a 12-foot setback at the fifth floor, in accordance with the guidance in the BMNP.

The Applicant requests a Development Special Use Permit (“DSUP”), a Special Use Permit (“SUP”) for bonus density per Section 7-700 of the Zoning Ordinance, an SUP for a restaurant, an SUP for a parking reduction, a Transportation Management Plan SUP, and a modification of the open space requirement.

Age-Restricted Multifamily Residential

The demand for senior housing in the City of Alexandria is growing, as identified in the City’s Strategic Plan on Aging. In order to meet this demand and prepare for the future demographics of the region, the Applicant proposes an age-restricted multifamily residential building (an independent living community). In the proposed development, the units will be available to residents who are 62 years or older.

When compared to a typical multifamily building, the proposed age-restricted units offer additional amenities and staff. The building will be served by additional staff members, including an Activities Director, a driver to transport residents to events, and four full-time housekeepers. Additional amenities include a fitness center, hair and nail salon/spa, art studio, theater, library, meeting and game rooms, and an outdoor patio. The 4,550 square foot ground floor restaurant will remain open to the public and will be operated by the same management company as the age-restricted building. Utilities and basic cable and wireless are included, and residents will be offered an optional monthly meal plan with multiple dining options.

Braddock Metro Neighborhood Plan

Identified as Development Site #4 (Tony's Auto Site), the BMNP recommends redevelopment of the Property with residential or office at a 2.5 FAR and with heights ranging from 50 to 90 feet. The proposed development achieves this goal and replaces an existing auto-oriented use and aging service garage. The BMNP envisions this area as a dynamic, multimodal, urban environment, and this project promotes these principles by locating much-needed age-restricted housing in a transit-rich, walkable neighborhood.

Streetscape

As envisioned in the BMNP's design guidelines and the City's Complete Streets Design Guidelines, the proposed streetscape is pedestrian friendly, aligns with the adjacent property's (the Belle Pre) streetscape, and embraces Fayette Street's designation as a "walking street."

The Applicant proposes eight-foot-wide brick sidewalks along North Fayette Street, six-foot-wide concrete sidewalks along First Street, and six-foot-wide concrete sidewalks along the private alley to the south. A total of 14 new street trees are proposed with this development. Overall, the building is set back approximately 14' from the curb, which provides ample space for a comfortable pedestrian friendly streetscape.

Bonus Density for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance and consistent with City Council's stated goals, the Applicant requests bonus density and height for the provision of affordable housing. The Applicant requests 21.6% bonus density, or an additional 0.54 FAR. Please see the Affordable Housing Plan included in this submission for more information.

Parking Reduction

A 4,550-square foot ground floor restaurant within the Enhanced Transit Area requires a minimum of five (5) spaces and a maximum of 14 spaces. The Applicant proposes to accommodate a minimum of five (5) spaces for employees in the below-grade garage. For security purposes, the garage will have restricted access for employees and residents only, and there is no proposed public parking in the garage for restaurant patrons. However, the Property is located in a walkable neighborhood within four (4) blocks of the Braddock Metro and is well-served by bus routes and on street parking. No negative impacts are anticipated as a result of this parking reduction request.

To address the employee- and resident-only parking in the below grade garage as well as the one (1) on-street loading space, the Applicant requests an SUP for a parking reduction. In addition, a typically multifamily residential building in this location would require approximately 120 parking spaces. Due to the use as an age-restricted building, the expected parking utilization is significantly less than 120 spaces. The Applicant proposes to provide 75 parking spaces and

requests a parking reduction for the residential parking as well, please see associated memorandum prepared by Wells & Associates.

In summary, the proposed 133-unit development is consistent with the guidelines in the BMNP and will also incorporate community benefits such as public art, on-site open space, improved streetscape, LEED Certification, undergrounding of utilities, affordable housing, and contributions to the Braddock Open Space and Amenities Funds.

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

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

The number of patrons will be typical of these uses and 133 age-restricted units.

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

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

To be determined by the restaurant tenant and management staffing.

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

Day	Hours	Day	Hours
Residential:	24/7	_____	_____
Restaurant:	5AM-1AM	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

Noise levels will be in compliance with City Code.

B. How will the noise from patrons be controlled?

No significant noise is anticipated. Noise from patrons will be in compliance with City Code.

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

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

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

A. What type of trash and garbage will be generated by the use?
Typical for the proposed uses.

B. How much trash and garbage will be generated by the use?
Typical for the proposed uses.

C. How often will trash be collected?
Trash will be collected as often as necessary.

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

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

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

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

Property management will monitor activities on the property and will work diligently to ensure the safety of residents, employees, and patrons.

ALCOHOL SALES

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

☒ **Yes.** ☐ **No.**

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

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

PARKING AND ACCESS REQUIREMENTS

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

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

120 spaces are required for 133 multifamily units; a minimum of 5 spaces and a maximum of 14 spaces are required for the restaurant. A parking reduction SUP is requested with this application.

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

56	Standard spaces
16	Compact spaces
3	Handicapped accessible spaces
TOTAL: 75	Other

* Please see traffic memo prepared by Wells & Associates for more information regarding parking.

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

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

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

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

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

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

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

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

One (1) on-street loading space is proposed.

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

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

As often as necessary.

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

Street access is adequate. The subject property is access from North Fayette Street and First Street.

SUP # _____
Admin Use Permit # _____



SUPPLEMENTAL APPLICATION

RESTAURANT

All applicants requesting a Special Use Permit or an Administrative Use Permit for a restaurant shall complete the following section.

1. How many seats are proposed?

Indoors: TBD Outdoors: TBD Total number proposed: TBD

The proposed restaurant is approximately 4,550 square feet and will be open to the public.

2. Will the restaurant offer any of the following?

Alcoholic beverages (**SUP only**) ☒ Yes ☐ No

Beer and wine — on-premises ☒ Yes ☐ No

Beer and wine — off-premises ☒ Yes ☐ No

3. Please describe the type of food that will be served:

The restaurant will be operated by the same company that will manage the
age-restricted units. The type of food will be determined by the future management
company at a later date.

4. The restaurant will offer the following service (check items that apply):

☒ table service ☒ bar ☒ carry-out ☒ delivery

5. If delivery service is proposed, how many vehicles do you anticipate? TBD

Will delivery drivers use their own vehicles? TBD Yes ☐ No

Where will delivery vehicles be parked when not in use?

If the restaurant tenant provides delivery service, the delivery vehicles will be parked off-street

6. Will the restaurant offer any entertainment (i.e. live entertainment, large screen television, video games)?

☒ Yes ☐ No

If yes, please describe:

To be determined by the future management company. The Applicant will comply with
the City of Alexandria's noise ordinance.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

The Applicant requests a reduction of 5 parking spaces for the ground floor restaurant, 45 parking spaces for the residential use, and to permit 1 on-street loading space.

2. Provide a statement of justification for the proposed parking reduction.

The Applicant proposes to construct an age restricted (62+) independent living building. For zoning purposes, this project is considered a multifamily use. However, the parking utilization for an age-restricted use is much lower than a typical multifamily apartment building, and the proposed parking aligns with this senior living use.

3. Why is it not feasible to provide the required parking?

One level of below grade parking is proposed for this project. A second level of below grade parking is financially infeasible and the parking demand for the senior living nature of the project does not necessitate additional parking.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

_____ Yes. ☒ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

Please see associated site plan for the parking layout and on-street parking/loading spaces.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.