

December 1, 2020

Via Email

Chair Macek and Members
Alexandria Planning Commission
Room 2100
301 King Street
Alexandria, VA 22314

**Re: Braddock West
MPA #2020-00008, RZ #2020-00004, DSUP #2020-10027, TMP SUP
#2020-00076
1352-1362 Madison Street, 711-727 N. West Street, and 1319-1329
Wythe Street (the “Properties”)**

Dear Chair Macek and Members of the Planning Commission:

I am writing on behalf of West Street Acquisitions, LLC (“Applicant”) to request several changes to the staff recommended conditions.

Conditions #68 and #69

The Applicant requests the following amendments to Conditions 68 and 69, relating to the proposed connection to the Potomac Yard Trunk Sewer. The estimated cost to construct the connection to the Trunk Sewer is more than 40 times the cost to connect other developments in the Braddock area. This extraordinary cost will benefit other development projects and existing homes, and the Applicant should not solely bear this burden:

68. *The development project shall connect to the Potomac Yard Trunk Sewer as ~~required by~~ stated in the Braddock Metro Neighborhood Plan. This connection is required due to capacity issues in the Commonwealth Interceptor, along with the downstream City collector sewers being surcharged. (T&ES)*
69. *The sanitary sewer improvements contemplated as part of the development project represent an important opportunity to separate significant existing sanitary flows from the over-capacity Commonwealth Interceptor. For this reason, ~~The~~ the applicant shall be provided with a credit to be applied towards the project’s sanitary tap fee. This credit shall only be available if the applicant connects offsite sanitary flow that currently discharges to the*

*Commonwealth Interceptor, to the proposed sanitary sewer serving the development, which shall connect to the Potomac Yard Trunk Sewer. Based on separating the existing 8-inch sanitary sewer on N West Street, the tap fee credit shall be up to 100% of the fee generated by the project not exceed \$600,000 unless otherwise mutually agreed upon by the applicant and the City. The applicant shall be responsible for determining the feasibility of such connection(s) prior to the first Final Site Plan submission. (T&ES) **

In the event the actual costs of the sanitary sewer improvements exceed the total available tap fee credit, the City and applicant shall share in the excess cost, with the applicant responsible for 25% of the excess costs and the City responsible for the remaining 75%. To fund its portion of the excess costs, the City shall establish a reimbursement from sanitary tap fees or other fees generated by future development projects in the neighborhood that will benefit from the sanitary sewer improvements, including the WMATA Braddock Road Metro Station redevelopment and the Andrew Adkins community. The City shall promptly remit reimbursement to the applicant at such time as the benefitting developments tender their fees to the City. In all instances described above, the applicant shall have a minimum financial responsibility of \$100,000, which is the estimated cost for connecting the project to the existing adjacent sanitary system.

Prior to contracting for the sanitary sewer improvements, the applicant shall solicit bids from at least three (3) qualified contractors or subcontractors licensed to perform work in the City of Alexandria. The applicant shall provide the bids to the City for review and commentary prior to awarding the work, but the applicant shall retain sole discretion over selection of the qualified contractor. (T&ES)

Condition #130

Condition #130's proposed contributions to the Braddock Community Amenities Fund and the Braddock Open Space Fund (the "Funds") are calculated on the basis of an implementation formula approved by City Council. This formula uses the total estimated cost of public improvements proposed in the Braddock Metro Neighborhood Plan, divided among the allowable square feet of development for the same.

At the time the implementation formula was approved, the Properties were identified as a portion of the larger Block 14, known as the "Andrew Adkins Public Housing Site." Per the Staff Report, Block 14 was not required to contribute to the Funds, as the public benefit from Block 14's redevelopment was to be the creation of the "mixed income communities recommended by the Braddock East Master Plan."

The Applicant has proposed to provide two committed affordable housing units in conjunction with the increase in density from 2.5 FAR to a 3.0 FAR, thereby contributing to the "mixed income communities recommended by the Braddock East Master Plan." Accordingly, the Applicant requests an amendment to Condition #130 to bring contributions to the Funds in line with the approved implementation formula. This will ensure that appropriate contributions are paid

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for public improvements on those market rate units that are not tied to providing committed affordable housing units. The Applicant's proposed changes are as follows:

130. 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. \$0.67 (2020\$) per as-built gross square foot towards the Braddock Community Amenities Fund, excluding gross square footage from 2.5 to 3.0 FAR, and that gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance; and,
 - b. \$4.36 (2020\$) per as-built gross square foot towards the Braddock Open Space Fund, excluding gross square footage from 2.5 to 3.0 FAR, and that gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance.

Thank you for your consideration of these revisions.

Sincerely,

A handwritten signature in blue ink that reads "Jonathan P. Rak". The signature is written in a cursive style with a large, stylized 'J' and 'R'.

Jonathan P. Rak

cc: Karl Moritz
Michael Swidrak

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 1, 2020

TO: CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR; DEPARTMENT OF PLANNING & ZONING

SUBJECT: DSUP #2020-10027 / BRADDOCK WEST

ISSUE:

Response to Commissioner questions and updated information.

Vacation

The application includes a request to vacate two public alleys as part of this project. The applicant recently submitted a memo to staff asserting that the two alleys are private and not public. The information provided by the applicant is under review by the City Surveyor and City Attorney's Office. Staff has added a condition to provide flexibility in the event that staff can confirm the alleys are private. Should the alleys be determined to be public, the vacation request will proceed forward with the valuation of the land determined by the Office of Real Estate.

Housing Contributions

The summary table below explains the individual components of the overall affordable housing contribution and their relationship to the proposed FAR.

FAR	Affordable Housing Contribution Summary
0- 2.5	\$531,927 voluntary monetary contribution consistent with City procedures
2.5-3.0	2 affordable units (10% of development provided as affordable housing)
3.0-3.71	12 affordable units consistent with Section 7-700 (bonus density)

Small Area Plan Contributions

Development projects in the Braddock area contribute to two funds, the Braddock Community Amenities Fund and the Braddock Open Space Fund, to mitigate the impacts of new developments and enhance the neighborhood for all. The BMNP estimates the community benefits based on the anticipated development however, in instances where the approved FAR is higher than what the BMNP proposed, applicants pay on the higher FAR because the impacts are greater. The contributions are calculated on gross square footage, exclusive of any square footage obtained through Section 7-700. As the applicant's base FAR with the rezoning is 3.0 instead of the 2.5 shown in the BMNP, the applicant is expected to pay on the 3.0, with the amount above 3.0 (3.0-3.71) excluded due to Section 7-700. This is consistent with other approved projects including most recently, 1200 N. Henry Street, 701 N. Henry Street, the Aspire, the Bloom/Carpenter's Shelter and the Slade.

Rezoning: OCH vs. CDD

The applicant originally came to staff with a proposal to pursue a CDD but staff advised against it with this proposal as the applicant controlled and owned all of the properties and it was no longer being redeveloped with the larger Andrew Adkins site. Staff did not find that the project met the criteria for a CDD with the subject properties alone. Upon further research, the OCH zone made the most sense in providing the FAR and redevelopment package the applicant was proposing and there are other OCH properties in the vicinity.

Master Plan Conformity

As the project is now divorced from the previously anticipated coordinated redevelopment with Andrew Adkins, staff recognized early on that a number of master plan amendments would be necessary. Despite this change in development approach, staff found that the proposal had a similar building footprint as the illustrative concept plan shown on page 104 of the Braddock Metro Neighborhood Plan (BMNP). Due to the size constraints of this smaller project, staff worked to ensure that the design principles of the BMNP were implemented. To that end, regarding the 30' setback on Wythe and Madison streets (p.105, BMNP), the building footprint is set back approximately 28' from the curb on Wythe Street and approximately 33' on Madison Street, providing the green edges envisioned in the BMNP. In addition, the building features "shoulders" above the 2nd floor with varying setbacks above for the upper levels, creating a comfortable streetwall consistent with the BMNP. Staff also felt comfortable with a 3.0 base density based on the increasing intent to provide more affordable housing to a degree greater than that envisioned in 2008.

The Braddock East Master Plan (BEMP) envisions heights of 30-40' at the street-facing edges and 50-70' at the center of the site. Although the site area is a bit different now that Adkins is no longer part of it, staff finds the proposal is generally consistent with these heights and utilizes Section 7-700 for bonus height (and density).

Site History

The report neglects to include the more recent history. All of the subject properties are owned by the applicant and were assembled when the developer was pursuing a larger redevelopment proposal with ARHA for the Andrew Adkins site. West Street Acquisitions LLC closed on the properties spring of 2017, with sales prices ranging from \$775,000 to \$1.5 million. The applicant has indicated that they are currently renting all of the properties and at least some to the previous owner, such as the Lincoln Lodge.

Sanitary Sewer

The BMNP specifically states that all sites in the plan area will connect to the Potomac Yard Trunk Sewer (PYTS), designed to offload flows from the Commonwealth Interceptor. All development projects in the plan area to date have connected to the PYTS. The project site currently connects to the Commonwealth Interceptor sewer, which operates over its capacity in significant wet weather events leading to sanitary sewer back-ups in homes (July 23 and September 10, 2020). Local City-owned collector sewers also are operating over capacity. Condition #68 requires that the sewer connection be consistent with the small area plan.

Applicant provided alternative condition language to staff condition 69 that suggests that their cost contribution should be based on connecting to the Commonwealth Interceptor system and that all costs over and above this (estimated at \$100,000) should be credited to the tap fee. Staff believes applicant's responsibility is to connect to the Potomac Yard Trunk Sewer and that costs to connect elsewhere in the

City's sewer system are not applicable. Staff notes that it would be a bad precedent to establish a "typical" cost for sewer connections as there are a variety of factors that influence a project's cost to connect and there is no "one size fits all" approach with respect to sewer construction costs. Staff has suggested that the applicant can receive tap fee credit for connecting nearby offsite areas to the Potomac Yard Trunk Sewer which would further reduce the flows to the Commonwealth Interceptor (Figure 2). The anticipated tap fees are approximately \$1.5 million. Staff condition #69 provides opportunity for this credit and allows for the project to move forward. The proposed language allows staff to develop an appropriate formula to determine the tap fee credit amount, should the applicant want to pursue credits beyond the actual construction cost of the offsite connections.

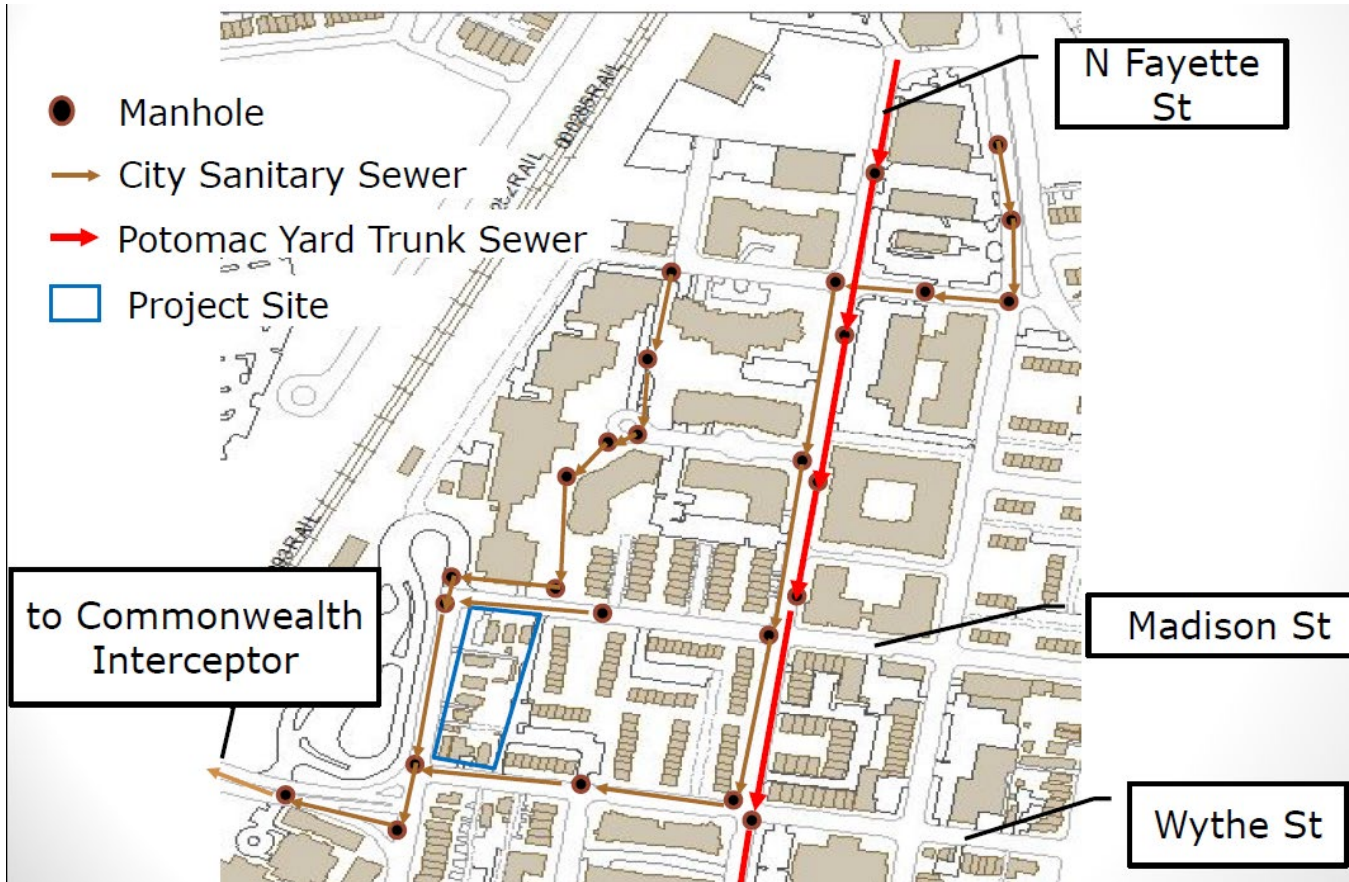


Figure 1. Existing Conditions.

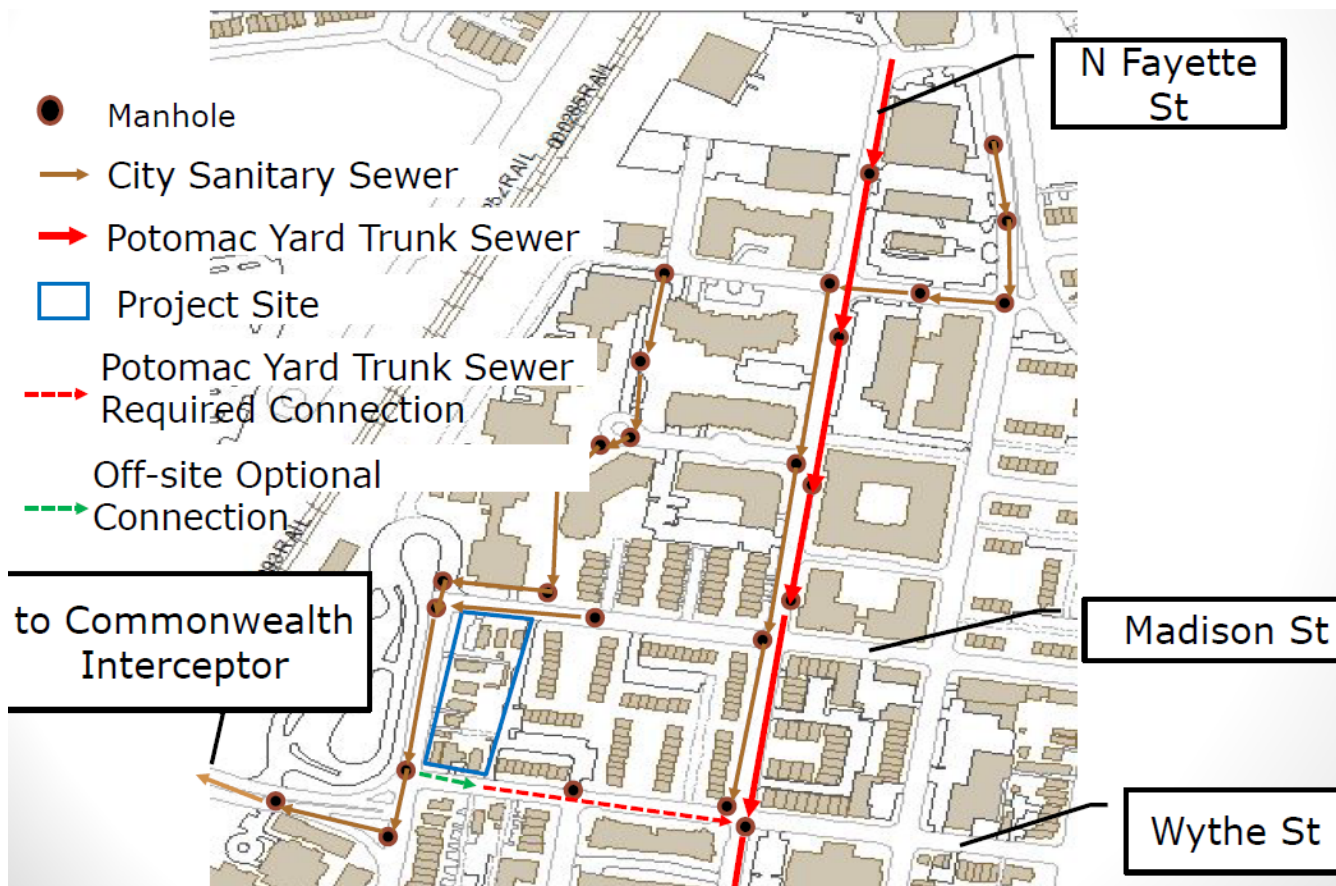


Figure 2. Staff recommended proposed condition with connection to PYTS and optional off-site connection.

Updated Conditions

Staff requests Planning Commission recommend approval of the minor conditions changes below. For Condition 65, staff is recommending adding a condition that acknowledges staff review of materials submitted by the applicant claiming the alleys within the site are private. If staff determines that the alleys are private and not public, the applicant would not be subject to the vacation approval and contribution to the City for the valuation of the alleys. Staff is also requesting amendments to Conditions 77 and 78 to clarify the number of trash and recycling receptacles to be provided are per the site and not per blockface.

65. The applicant shall pay the fair market value, as determined by the Director of Real Estate Assessment for the requested vacation of a portion of the existing right-of-way. Approval of this vacation shall be subject to the following:
 - a. Utility easements for all existing public and private utilities shall be provided within the vacated right-of-way and such easements are to be shown on the plat of consolidation.
 - b. The vacated right-of-way shall be consolidated with the adjoining lots, and the plat of consolidation approved by the Directors of P&Z and T&ES prior to release of the Final Site Plan. The approved plat shall be recorded in the Land Records of the City of Alexandria.
 - c. The applicant shall be responsible for perpetual ownership, development and maintenance of the improvements constructed in the vacated right-of-way.

- d. Provide payment prior to the approval of the vacation plat and/or to the satisfaction of the Directors of P&Z, T&ES and the Office of Real Estate Assessments.
 - e. If staff determines that the two public alleys within the site area are private and not City-owned, the applicant will not be subject to the provisions of this condition.
(T&ES) (P&Z) *
77. 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) *
78. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of three (3) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, 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[AB1] [AB2] [AB3] the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) *

STAFF:

Karl Moritz, Director, Planning & Zoning
Robert M. Kerns, AICP, Chief of Development
Catherine Miliaras, AICP, Principal Planner
Michael Swidrak, AICP, Urban Planner



Keith Pettigrew, Chief Executive Officer

Date: November 30, 2020

Nathan Macek,
Chair Planning Commission
City of Alexandria

RE: Braddock West Project, Docket Number: 20-12-01
CRC Communities, Project Sponsor

Dear Mr. Macek,

On behalf of the Alexandria Redevelopment and Housing Authority, I am writing to endorse the application of CRC Communities for the proposed Braddock West project.

From our review of the current plans, we believe that the CRC project will appropriately build out the block along West Street and provide a striking gateway to the neighborhood. It will also beautifully frame the street experience of pedestrians exiting the Braddock Metro Station.

The Andrew Adkins public housing community that abuts the proposed project will benefit from this new addition to the neighborhood. We look forward to working with public housing residents and the neighborhood to redevelop the Andrew Adkins site into mixed income housing that will complement the Braddock West design. Our vision is not only for a one-for-one replacement of the existing public housing units, but also to increase the number of units affordable to working families. As affordable housing developers we always advocate for greater affordability on every site. Despite this concern, we will cooperate fully with the sponsors of the Braddock West project to ensure the success of this property.

Moreover, as the abutters to this project, we have worked closely with representatives of CRC throughout the planning process to address issues of common concern regarding an existing easement. CRC has committed to enter into a maintenance and use agreement that will guide the relationship between the two abutting property owners into the future. We believe that once this agreement has been filed with the City our goals will align. We look forward to seeing this project successfully implemented.

Sincerely,

DocuSigned by:

9012967DE8D5451...
Keith Pettigrew
Chief Executive Officer

[EXTERNAL]Attn: Nathan Macek, Chair - Braddock West Development

Kenyon Wilker <kenyon96@gmail.com>

Tue 11/24/2020 7:31 AM

To: PlanComm <PlanComm@alexandriava.gov>

Mr. Macek,

I am writing in strong support of approval for the Braddock West development.

I had a chance to glance through the site plans, staff report, and project fact sheet on the city website, and I am impressed with what the team has put together. I appreciate the forward thinking design towards ground level retail, once the surrounding parcels are more developed, and I think that the building massing fits appropriately into the Braddock SAP and will mesh well with the future Andrew Atkins redevelopment.

As a current resident of the neighborhood and an Alexandria resident for nearly 25 years, I found the community outreach that the project team did to be a breath of fresh air, as they actively listened to community concerns, and incorporated them into their designs and planning.

My one wish is that the Planning Commission uses this design as the standard for the future Andrew Atkins and Braddock Metro Bus Loop developments, to ensure a common design aesthetic, as well as preserve a sense of community for the greater Braddock Metro neighborhood.

I hope that the Planning Commission approves this development as it is a great addition to an increasingly vibrant neighborhood.

Best Wishes,

Kenyon Wilker

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K.T.H.W.

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[EXTERNAL]Braddock West hearing

Judy Noritake <jnoritake@nka-arch.com>

Mon 11/30/2020 1:32 PM

To: PlanComm <PlanComm@alexandriava.gov>; Karl Moritz <Karl.Moritz@alexandriava.gov>

DOCKET ITEM #10***Master Plan Amendment #2020-00008******Rezoning #2020-00004******Development Special Use Permit #2020-10027******Transportation Management Plan SUP #2020-00076******Vacation #2020-00004******727 N. West Street – Braddock West***

Dear Chairman Nacek and members of the Planning Commission:

The Board of the Braddock Metro Citizens Coalition would like to take this opportunity to offer our support to the Braddock West project which will be before you this week.

The developers of this project reached out to our civic association early on with their preliminary plans and asked for our guidance in reaching our members, neighbors and adjacent property owners. While we did not poll our membership, they were sent the project information along with the virtual community meeting info. The few responses we heard were all positive.

We are pleased to note that the development team was very cooperative in both their outreach and in responding to our suggestions to refine the project. We had very few comments on the aesthetics of the proposed building, as it fit well in the neighborhood from the start and fulfilled the requirements of the Braddock Small Area Plan. We had more comments about the site functions (trash, deliveries, etc) which were based on lessons learned, and opportunities missed, from other recent Braddock neighborhood projects. We believe most of our suggestions have been reflected in the design you now see. We also support the SUP and Modifications requested:

We would note that outreach has been difficult on development proposals in general during these unprecedented times, but we are confident this developer made every effort to inform the neighbors and to listen to them. We are pleased to see this project moving forward at this time and we ask that you support it.

Judy Noritake, President
Braddock Metro Citizens Coalition

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