



Master Plan Amendment #2020-00007
Rezoning #2020-00003
Development Special Use Permit #2020-10026
Special Use Permit #2020-00082 (TMP)
Special Use Permit #2020-00083 (Coordinated Sign Plan)
Newport Village – 4898 West Braddock Road

Application	General Data	
Project Name: Newport Village	PC Hearing:	February 2, 2021
	CC Hearing:	February 20, 2021
	If approved, DSP Expiration:	February 20, 2024 ¹
	Plan Acreage:	182,400 square feet (4.19 acres)
Location: 4898 West Braddock Road	Current Zone:	RA / Multifamily zone
	Proposed Zone:	CRMU-H / Commercial Residential Mixed-Use (High)
	Proposed Use:	Multifamily Residential
	Dwelling Units:	383 units
	Gross Floor Area:	558,742 square feet
	Net Floor Area:	391,898 square feet
	Small Area Plan:	Alexandria West
Applicant: UDR Newport Village, LLC, represented by Kenneth W Wire, attorney	Historic District:	N/A
	Green Building:	LEED certified or equivalent + performance points

Purpose of Application
The applicant requests approval of a Master Plan Amendment, map amendment (Rezoning), and a Development Special Use Permit with a modification and various SUPs in order to construct a multifamily residential building with up to 383 total dwelling units and shared garage parking.
Applications and Modifications Requested:
<ol style="list-style-type: none"> 1. Amendment to the Alexandria West Small Area Plan chapter of the Master Plan to amend the land-use designation for a portion of the property from residential medium-density to CRMU-H and to amend the height map for a portion of the property from 45 feet to 92 feet; 2. Amendment to the official zoning map to change the zoning designation for a portion of the property from RA to CRMU-H; 3. Development Special Use Permit with site plan to construct a new multifamily residential building, with a modification; 4. Special Use Permit for a maximum allowable FAR of 2.3; 5. Special Use Permit for a parking reduction; 6. Special Use Permit for more than three mechanical rooftop penthouses; 7. Special Use Permit for a Transportation Management Plan; and 8. Special Use Permit for a Coordinated Sign Plan.

¹ The validity period may be extended consistent with City Council guidance for land-use approvals due to the COVID-19 pandemic.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Division Chief robert.kerns@alexandriava.gov
Maya Contreras, Principal Planner maya.contreras@alexandriava.gov
Nathan Randall, Urban Planner nathan.randall@alexandriava.gov

PLANNING COMMISSION ACTION, FEBRUARY 2, 2021:

On a motion by Vice Chair McMahon, seconded by Commissioner Brown, the Planning Commission voted to recommend approval of MPA#2020-00007. The motion carried on a vote of 7 to 0.

On a motion by Vice Chair McMahon, seconded by Commissioner Brown, the Planning Commission voted to recommend approval of REZ#2020-00003. The motion carried on a vote of 7 to 0.

On a motion by Vice Chair McMahon, seconded by Commissioner Brown, the Planning Commission voted to recommend approval of DSUP#2020-10026, SUP#2020-00082, and SUP#2020-00083 subject to all applicable codes and staff recommendations, and with amendments to Condition #86g regarding stormwater consistent with the applicant's February 1st letter and to Condition #105 regarding construction staging consistent with staff's memorandum dated February 2nd. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis. The Commission also revised Conditions #86g and #105 consistent with the understanding that staff had reached with the applicant regarding stormwater and construction staging matters.

Commissioner Brown asked the applicant about the grade differences at the site and whether large amounts of earth would need to be moved to construct the proposed building. He also asked the applicant about the private driveway approach to the new building and potential future plans to redevelop remaining buildings at Newport Village.

Chair Macek expressed his support for the project, viewing it as part of an emerging corridor along North Beauregard Street. He stated that the current Alexandria West Small Area Plan isn't consistent with today's approach to planning in Alexandria. He did not share concerns expressed about insufficient parking, pointing out that the that Stonegate community is located about 4/10th of a mile away. He also noted that, although a parking reduction SUP is being requested now, the project would be fully consistent with parking requirements in the Ordinance upon completion of the West End Transitway in the future. Vice Chair McMahon concurred with the Chairman's comments.

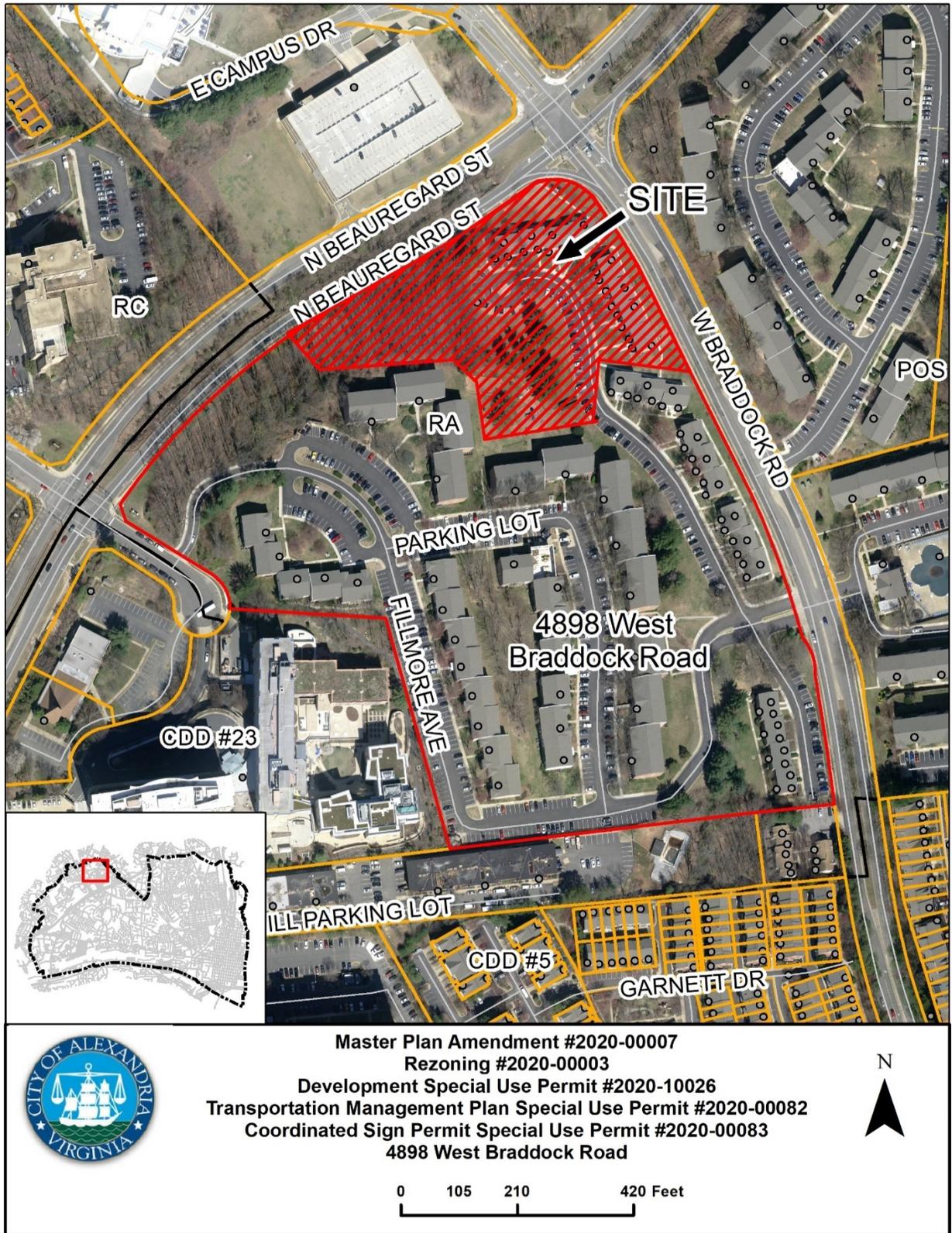
Speakers:

Janice Corbitt, resident, expressed concern about insufficient parking in the area and the potential for spill-over parking into nearby residential areas such as Stonegate. She believed that traffic is already increasing on adjacent streets and that additional public transit is needed in the area. She stated that she received late notification about the project.

Ken Notis, resident, believed that additional parking is not warranted for this project. He stated that current bus service was acceptable and that traffic is not an exceptional problem in the area.

Dina Biblin, representing the Stonegate Association, raised concerns about insufficient parking, particularly for visitors, and traffic congestion in the area. She believed that the additional density being proposed in the project is not appropriate for the neighborhood. She asked the Planning Commission to reconsider the size, massing, and style of the proposed new building.

Ken Wire, attorney for the applicant, spoke in support of the project. He mentioned that the site is technically challenging given grade differences and that this circumstance has helped to achieve garage parking that is shielded from view. He noted the community benefits associated with the project, such as affordable housing and dedications for the West End Transitway. He confirmed that he had reached agreement with staff regarding recent condition changes.



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposal for a new multifamily residential building on a portion of the property at 4898 West Braddock Road, subject to compliance with the staff recommendations. The proposal would provide several benefits for the City, including:

- The dedication of land and easements to the City along the North Beauregard Street frontage of the entire Newport Village community from Fillmore Avenue to Berkeley Street, for future construction of the West End Transitway, a shared bicycle/pedestrian path and future streetscape improvements;
- Pedestrian and streetscape improvements, including the accommodation for a future West End Transitway bus stop as well as the closure of two slip-lanes at the intersection of North Beauregard Street and West Braddock Road for improved pedestrian safety;
- Provision of ground-level open space and tree crown coverage exceeding zoning requirements;
- Consistency with the City’s 2019 Green Building Policy;
- Public art contribution / on-site public art (\$75,000 value);
- Contribution for the installation of a Capital Bikeshare station (\$40,000);
- Voluntary affordable housing contribution (\$418,608); and
- Twelve on-site affordable units (valued at approximately \$3.36 million).

B. General Project Description

The applicant, UDR Newport Village, LLC, has submitted requests to redevelop of a portion of a parcel of land located at the intersection of North Beauregard Street and West Braddock Road within the Newport Village complex. The proposal consists of the demolition of 24 existing multifamily units in two garden-style buildings, and construction of a new multifamily residential building with a total of 383 units. The building consists of two sections fronting each street, a central wing, and centralized garage built into the hillside. Several land-use applications have been requested in connection with the project, including a Master Plan Amendments for allowable building height and the land-use designation for the site, rezoning of the project site from RA/Multifamily zone to CRMU-H / Commercial Residential Mixed-Use High, a Development Special Use Permit (including a modification and SUPs).

Key issues under consideration and discussed in greater detail in this report include:

- The Master Plan Amendment and rezoning requests;
- Compatibility of the additional density and height requests with the adjacent neighborhood;
- Modification of the special setback from North Beauregard Street;
- Special Use Permit (SUP) requests, including the requested parking reduction; and
- The provision of affordable housing in connection with the proposal.

II. BACKGROUND

A. Site Context

The project site is located within the Alexandria West Small Area Plan chapter of the City’s Master Plan. It comprises a 182,400 square-foot (4.2-acre) portion of a larger lot of record at the corner of North Beauregard Street and West Braddock Road measuring 884,280-square feet (20.3 acres) in size. The project site is currently improved with two multifamily residential buildings containing a total of 24 units that were built pursuant to site plan approval in 1968. The project site and the remainder of the lot of record form the western portion of the Newport Village residential community. The complex also extends onto two additional lots of record to the east/northeast across West Braddock Road. These two eastern properties and remaining portions of the subject lot of record (to the south of the project site) would remain unchanged in connection with the current request.

The site is located between King Street and Seminary Road, to the north of Southern Towers and to the south of the Alexandria campus of Northern Virginia Community College (NOVA). It is primarily surrounded by residential and institutional uses, with some commercial uses located a short distance away on King Street. To the north/northwest is the Fountains at Washington House senior living facility in addition to NOVA. Goodwin House and the Stonegate residential townhouse community are located to the south/southwest. The West Alex mixed-use development, the Bolling Brook Condominiums, and a variety of commercial uses are located on King Street to the east of the eastern portions of Newport Village.

The project site includes areas of mature trees, a Resource Protection Area (RPA), and significant grade differences. Grade rises by 66 feet from the site’s lowest point, at the intersection of North Beauregard Street and West Braddock Road, to its highest at the southern/southwest edge of the project site. There is a playground within the project site area, which will be removed and relocated in the existing Newport Village development.

B. Project Evolution

The applicant first submitted for Concept approval of a new multifamily residential building at the site in the fall of 2018. Topics that were identified early in staff’s review of the project included the request for additional density and a Master Plan Amendment, the importance of affordable housing in the area, building design, and the project’s relationship to the street and the planned West End Transitway. There were also extensive discussions about the presence of the RPA at the site and regarding building siting and construction given the need for adequate access for emergency vehicles. The applicant and staff spent a significant amount of time in the pursuit of solutions to these matters. As part of those discussions, staff indicated to the applicant that it would not support any new encroachments into the existing RPA located along the North Beauregard Street frontage of the site. As described below, Planning Commission settled the matter in March 2020 by approving an exception for a new encroachment into the RPA.

C. Resource Protection Area (RPA) Exception

The project site contains portions of a Resource Protection Area (RPA) along its North Beauregard Street frontage. The RPA is a 100-foot buffer in total that is associated with the natural, perennial stream located in the median of North Beauregard Street. In September 2019, the applicant submitted a request for an exception to Section 13-107 of the Alexandria Zoning Ordinance to allow a new encroachment, and an increase of 4,791 square feet of impervious surface cover, in the RPA. The Zoning Ordinance review process for this exception request requires action by the Environmental Policy Commission (EPC) and Planning Commission.

Staff recommended denial of the exception request to both the EPC and the Planning Commission based upon its determination that the requested exception did not meet the requirements for approval found in Section 13-119 of the Zoning Ordinance and contained in the Chesapeake Bay Act. At the December 16, 2019 EPC meeting, the Commission voted 6-5 to support the staff recommendation to deny the exception request. At the March 3, 2020 Planning Commission meeting, the Commission voted 5-2 to approve the applicant’s exception request for a new encroachment in the RPA based in part on the mitigation plan proposed by the applicant with the Water Quality Impact Assessment.

D. West End Transitway

Consistent with recommendations in its Transportation Master Plan, the City is implementing a Bus Rapid Transit (BRT) system known as the West End Transitway to provide high-capacity transit service using a combination of dedicated and shared lanes and enhanced stations with rider amenities. The future transit corridor includes the portion of North Beauregard Street directly in front of the project site and one of its stations is anticipated directly along the project site’s frontage, just to the east/southeast of the corner of North Beauregard Street and West Braddock Road. The project was awarded funding from the Commonwealth Transportation Board in June 2019 and design work for the first phase of the project is expected to begin in early 2021. Right-of-way acquisition and construction is expected to occur over the next several years. The applicant has agreed to provide a mix of land dedications and easements to the City for the length of the Newport Village frontage along North Beauregard Street (from Fillmore Avenue to Berkeley Street) to facilitate state and grant funding for the future construction of the West End Transitway and future streetscape improvements.

III. PROJECT DESCRIPTION

The applicant proposes to demolish two existing garden-style multifamily buildings and construct a new 383-unit multifamily residential building at the project site. The new building would measure just under 392,000 net square feet and have a maximum building height of 92 feet above average finished grade. Of the 383 proposed dwelling units, 24 would be studios, 255 would be one-bedroom units, and 104 would be two-bedroom units. Lobby and amenity areas are located on lower levels of the building, including near the intersection of North Beauregard Street and West Braddock Road. Some of these spaces have been designed to be “retail ready” or convertible to retail/commercial uses in the future. A roof deck and green roof areas are also proposed.

The site layout includes significant building sections facing North Beauregard Street and West Braddock Road and a prominent entry facing West Braddock Road. A central wing is located parallel to West Braddock Road, facing a courtyard area that includes a swimming pool and open space area. A portion of this courtyard features plaza areas using load-rated pavers that emergency vehicles can use to serve the adjacent areas of the site.

The structure is built into the hillside such that not all above-grade levels exist in every portion of the building. The project may therefore be described as a seven and eight-story building as measured from the grade around each portion of the building. The building is also terraced as the grade increases, so the portions of the building that appear to be tallest are set back and located uphill from the intersection.

Structured parking is provided in a garage that is located partially below grade and partially above-grade, a circumstance also created by the grade differences. As a result of this, 66% of the garage meets the Zoning Ordinance definition of being below-grade and is exempt from FAR calculations. Two access points to the garage are provided, the first of which is located directly off West Braddock Road into Level 2 of the building. The second garage entrance is located at the southern end of the courtyard. This entrance consists of a covered ramp extending downward, below grade, into the portion of the garage on Level 3. Vehicles reach the ramp from the end of an existing, but reconfigured, private driveway that would continue to serve remaining Newport Village units adjacent to the redevelopment.

IV. ZONING

A. *Current Zoning*

The subject site is currently zoned RA / Multifamily, which allows for primarily residential uses as well as certain institutional uses like churches, schools, and day care facilities. The maximum allowable FAR is 0.75 and the maximum allowable building height is generally 45 feet.

Several other provisions within the Zoning Ordinance pertain to the project in addition to zone requirements. Section 11-400 requires approval of a Development Site Plan (DSP) for new construction or additions that are not specifically exempt. Consistent with staff practice, new buildings requiring site plan approval that also require an SUP, as described above for the current project, are combined and processed as a Development Special Use Permit (DSUP).

Section 11-416 allows for the potential modification of certain minimum zoning requirements as part of the DSP approval, including the one requested in this application: the special 80-foot setback required from the centerline of North Beauregard Street (pursuant to Section 7-1006(E) of the Zoning Ordinance.) In addition, Section 8-100(A)(4) allows for SUP requests for parking reductions, Section 9-103(C) allows for SUP requests for a coordinated sign plan at sites larger than three acres in size, and Transportation Management Plan (TMP) SUPs are required pursuant to Section 11-700 of the Zoning Ordinance.

B. Proposed Zoning

The applicant has requested approval of a map amendment (rezoning) to change the zoning of the project site from RA / Multifamily to CRMU-H / Commercial Residential Mixed-Use (High). In the CRMU-H zone, the maximum allowable FAR is ordinarily 1.25 and may be increased to a maximum of 2.5 with approval of a Special Use Permit. In this case, the applicant has filed for a Special Use Permit to allow a maximum FAR of 2.3 for the subject site. The maximum allowable building height in the CRMU-H is that height shown on the height district map in the Small Area Plan. For the subject site, the height map in the Alexandria West Small Area Plan and the current RA zoning both allow a maximum height of 45 feet. The applicant has requested approval of a Master Plan Amendment to the height map in the Plan to allow a maximum building height of 92 feet.

C. Zoning Tabulations

Property Address:	4898 West Braddock Road	
Total Site Area:	182,400 square feet (4.19 acres)	
Current Zone:	RA / Multifamily	
Proposed Zone:	CRMU-H / Commercial Residential Mixed-Use (High)	
Current & Proposed Use:	Multifamily Residential	
	Permitted/Required (CRMU-H)	Proposed
FAR	1.25 / 2.5 with SUP	2.3
Height	92 feet max*	92 feet
Front Setback (N. Beauregard St)	None	18.2 feet
	80-foot setback from centerline	75 feet from centerline**
Front Setback (W. Braddock Rd)	None	25.1 feet
Side Setback (South)		15 feet
Side Setback (Southwest)		26.1 feet
Open Space	40% (72,960 SF)	52.1% (95,044 SF)
Tree Crown Coverage	25% (45,600 SF)	52.3% (95,390 SF)
Parking	463 spaces (min) 487 spaces (max)	415 spaces***
Loading Space	None	2 spaces

* Master Plan Amendment requested

** Site Plan Modification requested

*** Parking Reduction SUP requested

V. STAFF ANALYSIS

Staff supports the proposal to redevelop a portion of the Newport Village community. It represents an opportunity to concentrate growth in the City along a future bus rapid transit line, while offering significant community benefits, including land dedications and easements that would support the construction of the West End Transitway and a shared bicycle/pedestrian path. The Master Plan Amendment and rezoning requests are justified and the project is consistent with zoning ordinance requirements and site plan standards.

A. *Master Plan Amendment / Consistency with Master Plan*

As discussed below, staff finds that the applicant's requests for a Master Plan Amendment to the Alexandria West Small Area Plan to increase the maximum allowable building height at the project site from 45 to 92 feet and to change the land-use designation for the project site from medium-residential to CRMU-H are reasonable and appropriate.

Building Height Increase MPA

The request for increased building height at the project site has been reviewed for consistency with both the allowable and actual building heights in the surrounding area. Currently, the Alexandria West SAP stipulates a 45-foot maximum building height for much of land immediately around the project site. The majority of that land is occupied by either the rest of the Newport Village development or Northern Virginia Community College (NOVA) across North Beauregard Street. The maximum allowable building height increases significantly – ranging from 77 feet to 150 feet – for properties on nearby King Street, including the 120-foot maximum height approved by Master Plan Amendment in November 2020 for the Benchmark senior housing project at the West Alex development. Immediately to the southwest of the project site, near the intersection of North Beauregard Street and Fillmore Avenue, the maximum allowable building height remains 150 feet as originally recommended when the properties were located in the Alexandria West SAP (they are now located in the Beauregard SAP). The current request to increase allowable height to 92 feet therefore compares favorably to the allowable heights in the area given that it falls within the lower end of the range of building heights at properties immediately nearby.

Staff also finds consistency between the proposal and the actual maximum heights of buildings located in the above-described area around the project site. Although some of the buildings along King Street are constructed well below their allowable heights, the Benchmark project is approved for an actual building height of 111 feet and the recently completed Array apartment building at the same development is 71 feet tall. At least three multifamily residential buildings on King Street – the Bolling Brook Tower, the Alexander, and Halstead Tower are all constructed at 100 to 150 feet in height. Although the area immediately around the project site consists of the remainder of Newport Village and other buildings approximately consistent with the 45-foot allowable maximum height, the height of buildings increases again to the southeast near the intersection of Fillmore Avenue and North Beauregard Street increases. Goodwin House (approximately 150 feet), the Fountains at Washington House (approximately 150 Feet), and the Spire (85 feet) are all buildings close to, or exceeding, the height proposed at the current project.

Land-Use Designation MPA

Staff finds the request to increase the land-use designation for the property from medium-density residential to CRMU-H is also supportable. The Alexandria West SAP, adopted in 1992, defined medium-density residential as townhouse and garden-style multifamily residential (AWSAP Page 27). Therefore, virtually any increase in density above the current development at Newport Village, which is consistent with garden-style apartments, would necessitate a change in the land-use designation.

Staff believes that additional density at this site is reasonable and appropriate. The existing number of units within the boundaries of the project site - 24 units within two, three-story buildings – is low for a property at the intersection of two major streets within the City and well-served by public transit. Currently, multiple bus lines traverse North Beauregard Street, including the 7-series (7A, 7F and 7Y), 22F, 28G, and AT6, with service to the Pentagon, Old Town, and Crystal City. Moreover, the planned West End Transitway would also run along North Beauregard Street and stop in front of the new multifamily building and NOVA. Consistent with the general planning principle of concentrating density near existing and planned transit, staff believes that an increase in density at this site - such that the land-use designation should be amended to CRMU-H - is justified.

Furthermore, changing the land-use designation for the property to CRMU-H would also be consistent with other land uses in the vicinity. As mentioned previously, several high-density apartment buildings and senior living facilities are located in the immediate area, particularly to the northeast at King Street and the southwest near the intersection of North Beauregard Street and Fillmore Avenue. Most of these properties are have been designated either CRMU-H or Residential High. Staff does not find that the new land-use designation would be out of character for the neighborhood.

Consistency with Master Plan Goals/Objectives

The proposal to construct a new multifamily building at the project site is, on balance, consistent with the goals of the Alexandria Master Plan. The Alexandria West Small Area Plan states that *“The goals of this plan are to preserve and protect the existing residential neighborhoods and to provide for coordinated development of the large vacant parcels within the area.”* The SAP also lists five objectives to meet the stated goal, three of which are relevant to this project: 1) prevent redevelopment of existing uses at greater intensities; 2) maintain the balance between residential and commercial uses; and 3) ensure preservation of substantial open space. In addition, the City-wide Transportation Master Plan recommends a rapid transit corridor on North Beauregard Street immediately in front of the project site.

The proposal is consistent with Objectives #2 and #3 of the Alexandria West SAP. The project would include “retail ready” areas of the building on the ground-level adjacent to the corner of North Beauregard Street and West Braddock Road. The provision of 52% of the site as open space is substantial and exceeds zoning requirements. Staff acknowledges, however, that the increase in the number of units at the site from 24 to 383 would redevelop an existing use at a greater density/intensity and is not consistent with Objective #1.

Staff has weighed the competing concepts of – on the one hand – the recommendation in the 1992 Alexandria West SAP that discourages additional density and – on the other hand – the opportunity

for “smart growth” occasioned by this proposal so close to a public college and the existing and future public transit. Ultimately, it is recommending the proposal and its additional density for the following reasons:

- The density and building height proposed as part of this project, although necessitating Master Plan Amendments (MPAs), are nonetheless compatible with the surrounding area, which, as previously described, already includes taller buildings and higher densities compared to those existing at Newport Village;
- The future construction of the West End Transitway was not contemplated nearly 30 years ago when the Alexandria West SAP was adopted;
- The proposal represents an opportunity to guide growth toward areas of new infrastructure investment, which is consistent with modern urban planning practice;
- The proposal would indirectly support the viability of the future rapid transit service by offering potential new riders; and
- The proposal would directly support the construction of the future West End Transitway by providing a mix of land dedications and easements to the City to allow for the construction of the transitway and associated bus stop.

The project would be consistent with good urban planning principles as well as several other City policies as described later in this report. On balance, staff believes that given the reasons listed above and especially through its support of the West End Transitway as recommended in the Transportation Master Plan, the proposal is ultimately consistent with the Alexandria Master Plan.

B. Rezoning

Staff has evaluated the requested zoning from RA/Multifamily to CRMU-H / Commercial Residential Mixed-Use (High) based on the following criteria, which City Council established approximately 10 years ago to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future and are of a lesser scale in that the proposal would not warrant a new plan or study on its own.

1. Consistency with Small Area Plan

As described previously, except as noted and upon approval of the requested Master Plan Amendments, the rezoning would be consistent with the Alexandria West Small Area Plan and the City-wide Transportation Master Plan.

2. Consistency with Type of Area

The proposal to rezone to CRMU-H, which allows for greater density, is consistent with the neighborhoods near the project site. Although parcels immediately around the project site are garden-style apartments and also a part of the Newport Village community, other areas to the northeast and southwest include residential and senior living facilities built at taller heights and higher densities similar or greater than the subject proposal.

3. Isolated Parcel / 4. Status of Planning in the Area

Staff recognizes that other redevelopment projects (the three-phase West Alex development, the Spire, and the two-phase Fillmore/St. James affordable housing and townhomes) have been approved in the area in the last ten years. The potential also exists for redevelopment at other portions of the Newport Village community. However, the pace of redevelopment has not been especially rapid – the above three projects and various amendments to them have been brought forward for public hearings at a rate of less than one project each year. These Alexandria West developments have been driven by the need for affordable housing and the forthcoming West End Transitway, both of which are anticipated in the City’s Housing Needs Assessment and the Transportation Master and Mobility Plans. Given the targeted nature of these requests, staff has not found that an Alexandria West SAP update is currently warranted but will continue to monitor the area closely.

5. Consistency with City Goals

The requested rezoning and construction of the new multifamily building would be consistent with several City goals. The applicant’s agreement to provide a land dedication and easements along North Beauregard Street would support the construction of the West End Transitway along North Beauregard Street as envisioned in the Transportation Master Plan and the shared bicycle/pedestrian path as envisioned in the adjacent Beauregard Small Area Plan. The applicant would also construct new streetscape and sidewalk areas, including a portion of the previously-mentioned bicycle/pedestrian path, in front of its project site. As mentioned previously, the proposal would be consistent with modern urban planning practice to concentrate growth near existing or planned transit facilities. The proposal would support affordable housing goals through the provision of on-site affordable units and a monetary contribution, as noted later in this report. The new building would also include provisions for public art and would be constructed consistent with the City’s Green Building Policy.

Staff supports the proposal given that it is consistent with all five matters included within the City’s policy regarding rezonings for individual properties that are not explicitly recommended in the relevant Small Area Plan.

C. Site & Building Design

Site Design

Staff finds that both the site layout and the building design are reasonable and appropriate for this site. With regard to site layout, staff worked with the applicant to achieve a design relating well to both adjacent streets - in a more urban style than the current suburban layout at Newport Village - while avoiding some portions of the RPA near North Beauregard Street. The site design responds to the opportunities available due to grad changes while providing appropriate emergency vehicle access to the site. In early concept phases of the project, the applicant proposed two distinct buildings in a layout would have included a driveway / garage entrance on North Beauregard Street and one of the front building walls being askew to the street. In addition, three of the existing buildings at Newport Village would have been demolished under this proposal instead of the current two. In the current version, however, the two formerly proposed new buildings have become one, with space in between for courtyard amenities and emergency vehicle access. The provision of parking partially underground has been an important, supportable feature from the beginning of the project. Staff has also stressed the need to screen from view those portions of the garage that are above-grade, which

the applicant has achieved. Access to the parking garage is now from either West Braddock Road or from the reconfigured private driveway at the southern portion of the site, avoiding the need to break the North Beauregard Street frontage with a driveway and curb cut.

Building Design

The proposed building design is notably contemporary in style, which is supportable in this area of the City that does not have a uniform architectural character and which includes other modern buildings, such as the Array at West Alex and the Spire. The massing of the building has been arranged such that the building height terraces upward from the intersection of North Beauregard Street and West Braddock Road as grade increases. The front building facades along the two streets have been divided into smaller parts through the use of building breaks at which internal staircases have been located.

One of the central features of the building design is the inclusion of a prominent, four-story entrance feature on the façade near the North Beauregard Street and West Braddock Road corner of the building. This feature consists of a projecting frame that partially wraps around the three-story glass windows beneath it and the front building entrance. Within the central portion of this entrance feature, at the second and third stories, is a void that is open to the air on either end. This feature has been designed to visually connect the West Braddock Road side of the building to the courtyard behind it.

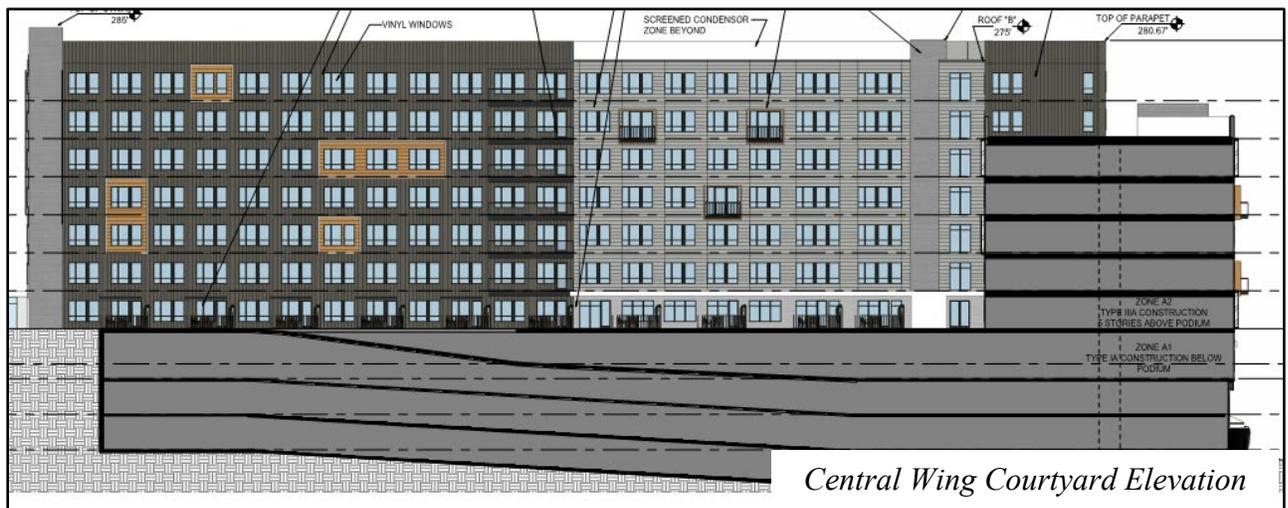
Staff has stressed the importance of using high quality materials throughout the project, and particularly on the street-facing facades. The lowest portion of the building, at the intersection of North Beauregard Street and West Braddock Road, has been designed with two-story glass windows suitable now for residential amenity spaces. These areas are considered “retail ready” for conversion into commercial tenant spaces in the future. The six stories above this retail base and on either side of the North Beauregard Street and West Braddock Road building corner are clad in dark gray metal with a vertical ribbing pattern. The façade is punctuated by window projections, wrapped in metal with a wood-grain pattern, at random intervals.

The remaining portions of the building facing North Beauregard Street and West Braddock Road are similar to each other in design. Each façade is clad in light gray metal with a horizontal pattern and features a random pattern of balconies. One of the two parking garage entrances is located on the southern end of the portion facing West Braddock Road. The garage is screened on either side of its entrance by slats that are similar in color to the wood-grained metal used as an accent near the corner of North Beauregard Street and West Braddock Road. The remainder of the building, consisting of portions facing toward the courtyard or toward the rest of Newport Village, are proposed to be clad in light and dark gray fiber cement panel.

Corner of West Braddock Road and North Beauregard Street



North Beauregard Street Elevation



Central Wing Courtyard Elevation

D. Pedestrian/Streetscape Improvements

The proposal includes provisions for pedestrian/streetscape improvements on both project frontages. A new six-foot sidewalk, new street trees and cobra-style streetlights are proposed along the length of West Braddock Road. New curbing would be installed within the public right-of-way and nine new on-street parking spaces would be created where none exist today. The applicant has also agreed to a monetary contribution and has reserved space for a future Capital Bikeshare station about half-way along the building's West Braddock Road frontage.

On North Beauregard Street, the applicant has agreed to dedicate a mix of land and easements to the City for public right-of-way along all of the Newport Village properties from Fillmore Avenue to Berkeley Street. The land dedication would occur along the project site's frontage and measure 25 feet back from the existing curb. The easements would measure 25 feet back from the front property line and would be located in two off-site locations: one to the southwest of the project site down to Fillmore Avenue and the other to the northeast between West Braddock Road to Berkeley Street. The additional right-of-way and easements are needed to accommodate the future West End Transitway as well as the shared sidewalk/bike path, which continues the streetscape design in the adjacent Beauregard SAP.

Along the project's North Beauregard Street frontage, the applicant also proposes to construct a section of the 10-foot shared sidewalk/trail and has accommodated the future bus rapid transit stop in this area to be built by the City in the future. Two street trees are proposed between the bus stop and the intersection of North Beauregard Street and West Braddock Road. The remaining North Beauregard Street frontage of the site is expected to remain unchanged given the expected construction of the West End Transitway in the future. For example, staff did not require street trees to be installed in this area given that they may be removed during future construction. Some of this frontage already includes existing trees as well. Instead, the applicant has agreed to install street trees on the north side of West Braddock Road where none exist today, which is also a requirement of the RPA mitigation plan.

The other significant streetscape improvement that the applicant has agreed to complete as part of this project is the closing of the slip lanes at the intersection of North Beauregard Street and West Braddock Road. Currently, two such slip lanes exist for motorists turning right from North Beauregard Street onto West Braddock Road and for those turning right from West Braddock Road onto North Beauregard Street. The removal of these slip lanes would provide safer crossings for pedestrians and bicyclists, would be relatively low-cost given that the adjacent traffic signal poles would not need to be moved, and is also a part of the applicant's RPA mitigation plan.

E. Modification

The applicant's request for a modification of the special 80-foot setback from the centerline of North Beauregard Street is also supportable, with staff finding that it meets the three criteria for modifications pursuant listed in Section 11-416 as described below.

1. *Such modifications are necessary or desirable to good site development.*

The requested modifications are desirable in this instance for good site development. The requested setback modification, from 80 feet to 75 feet, is a modest difference of only five feet. It is desirable here in order to allow for architectural features, in the form of a few decorative projections and balconies, to project past the main building wall. These architectural features would add visual interest to the north side of the building that faces North Beauregard Street.

2. *Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought.*

Although limited architectural projections are recommended to be permitted via a modification, the main building wall itself would not project past the 80-foot special setback. Ground level areas would therefore not be impacted by this modification request. Ample room exists between the building face the street curb for the inclusion of several streetscape improvements. The proposal includes new streetlights, an area for a future West End Transitway stop to be constructed by the City, and a sidewalk that would also function as a trail/bicycle facility along North Beauregard Street. The lack of ground-level impact from the requested modification as well as the streetscape improvements, which would provide an adequate buffer between the building and the street and provide ample room for pedestrian movement, make up for the impacts otherwise protected by the special setback from North Beauregard Street.

3. *Such modifications will not be detrimental to neighboring property or to the public health, safety and welfare.*

Given the nature of the special setback requirement, the modification involving limited projecting elements of the building, and the proposed streetscape improvements, staff believes that approval of the modification would not be detrimental to neighboring property or to the public health, safety, or welfare.

F. Special Use Permits

The applicant has requested five Special Use Permits in total in connection with the project. The first three are included as components of the Development Special Use Permit to construct the new building and two others are considered stand-alone approvals. Those five SUP requests are as follows:

- 1) Additional density of up to 2.3 in the CRMU-H zone;
- 2) More than three rooftop mechanical units;
- 3) Parking reduction of 48 spaces;
- 4) Coordinated Sign Plan; and
- 5) Transportation Management Plan.

Additional Density in CRMU-H zone

As previously noted, staff supports increased density at this site given the prevalence of other higher-density buildings in the area and given its location immediately along the future West End

Transitway. It finds the specific Special Use Permit being sought, to increase the maximum FAR allowed in the CRMU-H zone to 2.3 from the otherwise-allowable 1.5, to also be reasonable here. The proposed site layout and building design are appropriate and the project offers several public benefits as described previously.

Rooftop Mechanical Penthouses

The applicant has requested a total of six rooftop mechanical penthouses for the new building, which exceeds the maximum of three allowed by-right according to the Zoning Ordinance. The need for this number of such penthouses is due in large part of the design of the building into different wings or sections. Some of these penthouses would be obscured from the street and those that are not have been designed to blend with the rest of the building.

Parking Reduction

Staff supports the SUP request to reduce the minimum number of parking spaces to be provided at this site from 463 to 415 spaces. The applicant has surveyed five multifamily residential properties it owns in the Alexandria/Arlington area, including both existing Newport Village site and the Del Ray Tower on Mount Vernon Avenue, and found that the provision of parking proposed at the subject site would fall within the range of spaces existing at these other facilities. Furthermore, the 48-space difference between the required and provided parking represents the same reduction in spaces that the Zoning Ordinance would allow if the future West End Transitway were already constructed.

At the five surveyed properties, the parking ratio of available spaces ranges from 0.68 to 0.88 spaces for each bedroom, with an average of 0.83 spaces for each bedroom. The utilization rate of its parking spaces at these sites ranges from 0.27 to 0.82 spaces for each bedroom, with an average of 0.64 spaces for each bedroom. The 415 spaces in the current proposal, which translates into a parking ratio of 0.85, is more than the average provision and utilization of parking at the other buildings surveyed.

In addition, Section 8-200(A)(2)(a)(ii) of the Zoning Ordinance allows four potential reductions from otherwise-standard parking requirements in areas outside of the walkshed of a Metro station. One of these reductions is allowable in instances when more than four bus routes are located near a given property. Since the current project meets that definition, the first reduction has already been incorporated into the standard 463-space requirement noted above. The second potential reduction, at 10%, is available for properties within a reasonable walking distance from a bus rapid transit line. This reduction is not available to the current project as a standard zoning matter, and must be processed as a parking reduction SUP, because the West End Transitway has not yet been constructed. Given that the 48-space reduction requested here is numerically commensurate with the second potential 10% reduction, staff also views the SUP request as a technical matter only needed to allow now the parking ratio that would ordinarily be allowed without a SUP later.

Coordinated Sign Plan

The request for a Coordinated Sign Plan SUP is also acceptable. While most of the signage at the site is consistent with standard zoning requirements, the applicant desires the use of projecting sign (in a style often referred to as a “blade sign”) at a size larger than the Zoning Ordinance allows when located higher on the building than 20 feet. The use of a projecting sign here as part of the larger sign program would add visual interest to the intersection of North Beauregard Street and West Braddock Road. Its proposed size, at 33 square feet, is only nine square feet larger than the standard zoning

allowance when located above 20 feet on the building. The proposed position on the building, at just over 53 feet above the street level, is also acceptable, particularly given the steep downward slope of the lot when viewed from West Braddock Road. Staff has included conditions of approval in this report to allow only the one projecting sign and to keep its size below 40 square feet. Conditions providing limitations on the total amount of signage for the residential use and requiring high-quality materials and a coordinated design have also been included.

Transportation Management Plan (TMP)

Section 11-700 of the Zoning Ordinance requires residential development projects with 20 or more units to participate in a Transportation Management Plan (TMP). TMPs encourage residents to use alternate modes of transportation, such as the bus, walking, or bicycling, to reduce single-occupancy vehicle trips and create a healthier and safer community. In this case, given that the project involves the construction of more than 349 residential units, the applicant is subject to the requirements of a Tier 3 TMP. As a Tier 3 TMP, the development shall create and operate its own stand-alone TMP and may be encouraged to partner with neighboring TMPs in the future. Transportation Management Plan conditions have been included as part of the DSUP conditions in Section VI of this report. Among the TMP conditions is an annual monetary contribution to the annual TMP fund for each occupied residential unit. The base assessment rate is adjusted on a yearly basis and the rate in effect at the time of the project's first certificate of occupancy permit will be the applicable rate for the project. As a Tier 3 TMP, the annual contributions will go towards a TMP for the individual project.

SUP Approval Criteria

In addition to the matters discussed above, staff also finds that all five SUP requests meet the approval criteria listed in Section 11-500 of the Zoning Ordinance, as follows:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;

The requested Special Use Permits would have no adverse effect on the health or safety of people living or working in the neighborhood. The request for increased density has been reviewed in connection with a well-designed building with sufficient parking, acceptable levels of service for traffic at adjacent intersections, and that would offer several community benefits. The remaining requests pertain to elements of the overall proposal, such as signage and rooftop appurtenances, that are small enough as to not to create adverse impacts.

2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood;

The five Special Use Permits requested here would not be detrimental to the public welfare or injurious to property or improvements in the neighborhood. Most of the specific SUP requests pertain to small features that are limited in scope. Broadly speaking, the proposal to construct the new building has been either designed, or conditions imposed, to mitigate potential impacts on the surrounding area and offer community benefits.

3. Will substantially conform to the Master Plan of the City.

As previously discussed in this report, the proposal to construct a new building in this location and the associated land-use requests are, on balance, in substantial conformance with the Alexandria Master Plan.

G. Traffic

The applicant conducted a Multimodal Transportation Impact Study to evaluate the existing multimodal transportation network in conjunction with the proposed development and identify mitigation measures to offset any associated traffic impacts. Intersection operation for six surrounding intersections were evaluated to determine the impacts to the street network. The study included an evaluation of existing conditions as well as future conditions at the full occupancy and operation of the proposed site. It also accounted for the proposed removal of the right-turn slip lane for the eastbound North Beauregard Street approach onto southbound West Braddock Road approach.

Data collection for the existing conditions were conducted September 2018, which is still considered valid. Based upon the ITE Trip Generation Manual and an assumed 75% of trips were by vehicles, the proposed land use change would generate approximately 71 vehicle trips in the AM Peak Hour and 86 vehicle trips in the PM Peak Hour. The analysis for all six intersections resulted in acceptable level of service.

The development continues to align with the City’s guiding principles of encouraging multimodal use. Although the projected queue of vehicles is expected to increase at the North Beauregard Street and West Braddock Road intersection as a result of the removal of the slip lane, doing so would provide a safer environment for pedestrians to cross by reducing conflict points and promotes slower right turn movements. In addition, the site provides roadside features to prepare for the pending City’s Bus Rapid Transit project along the North Beauregard Street corridor. The site plan also includes a bikeshare station fronting West Braddock Road, as well as several internal bike parking spaces.

H. Open Space

Staff supports the applicant’s open space plans for the project. All of the proposed open space at the site would be ground-level, privately-accessible space and would be located on all four sides of the project site. The largest contiguous area of open space is located to the southwest of the section of the new building facing North Beauregard Street and includes part of the RPA. Other significant areas are in the courtyard and near the new southern property line, close to the remaining Newport Village community. The majority of the latter area is labeled as being a “reforestation area” required as part of the mitigation plan for the approved RPA exception.

	Amount of Land	Percentage of all open space at site	Percentage of Site
Open Space Required	72,960 SF	N/A	40%
Ground-Level, Privately Accessible Open Space Provided	95,044 SF	100%	52%

I. Stormwater/RPA

The proposed development is required the City’s stormwater standards in Section 13-109 of the Zoning Ordinance for nutrient removal and runoff reduction. The project meets those standards by providing a series of stormwater Best Management Practices, or BMPs, that include green roof, pervious pavement, urban bioretention and underground stormwater treatment BMPs.

Based upon Planning Commission’s approval of the exception request, the applicant must also implement the mitigation included in the Water Quality Impact Assessment per Section 13-117 to offset the negative impact to water quality from the removal of the RPA buffer and the introduction of new impervious surface in the RPA. This mitigation plan, which must be reviewed and approved by T&ES staff, includes reforestation of .40 acres of contiguous area on the site that is currently turf, removal of both slip lanes at the intersection of North Beauregard Street and West Braddock Road, implementation of an onsite pet waste program, installation of permeable pavement sidewalks within the RPA, installation of a vegetated roof on the new building within the RPA, and design and construction of a viable stream restoration project for the entire perennial stream section located in the median of North Beauregard Street between Fillmore Avenue and West Braddock Road that provides no less than 24.5 pounds of phosphorous removal utilizing the BANCS Assessment criteria and natural channel design techniques consistent with the Expert Panel. In total, phosphorous must be reduced from the site at a rate of no less than 10 times the state requirement. Given that Planning Commission’s approval of the exception request was contingent upon the mitigation plan, the mitigation plan must demonstration compliance with these requirements as part of the final site plan approval process.

J. Affordable Housing

Consistent with the 2013 Housing Master Plan’s recommendation to provide heightened contributions on density in excess of the density envisioned in the underlying small area plan, the applicant will provide five percent of the increase in density (10,420 net square feet) as committed affordable housing in no fewer than 12 set-aside units. Staff have determined that density to be equivalent to three studio, eight one-bedroom, and one two-bedroom units. This breakdown is proportional to the building’s planned unit mix as shown in the analysis on the following page.

Requested development (excluding above ground parking):	345,192 square feet
Permitted development under existing zoning:	136,800 square feet
Increase in density:	208,392 square feet
5% of increase =	10,420 square feet

Proposed units:	383 units
Average square feet/unit (incl. prorated common area): $345,192/383 = 901$ square feet/unit	
Number of affordable units: $10,420/901 =$	11.56 (rounded to 12)

Units	# of Units	As % of total	# of affordable units
Studios	24	6%	1
One-bedrooms	255	67%	8
Two-bedrooms	104	27%	3
Total	383	100%	12

At the applicant’s request, the set-aside unit mix will be finalized prior to the release of the Final Site Plan to allow for small adjustments to the layout and design of the building during the final engineering stages of the project.

Since the submission of the first Newport Village concept plan in 2018 preceded the adoption of the City’s Update to the Affordable Housing Policies and Procedures in December 2020, the application was not required to meet the eight percent affordable requirement for Emerging Markets (the submarket in which the application is located is categorized as such) or undergo a third-party analysis. It is noted that at an eight percent requirement, as approved in the Update, the application would have provided approximately 18 affordable on-site units.

Rents (adjusted for utilities and parking fees) will be affordable to households with incomes at 60% of the area median income (equivalent to \$52,920-\$75,600 in 2020 for a household with one to four members), as well as to eligible households with Housing Choice (Section 8) vouchers. The units will remain affordable for a 40-year period and will be of comparable size and floor plan and with the same finishes as other similar units in the development. The residents of the set-aside units will have access to all amenities offered within the development.

In addition, the applicant will provide a voluntary monetary contribution of \$418,608 to the Housing Trust Fund. Consistent with the 2020 City Procedures Regarding Affordable Housing Contributions, the residential floor area permitted under the existing zoning (the first 0.75 FAR) is subject to the Residential Tier 1 contribution rate of \$3.06/square foot; the contribution on the development above the first 0.75 FAR is being provided in the form of on-site units.

The value of the total contribution is estimated to be \$3.78 million based on staff’s breakdown of the unit mix, approximately \$2.09 million more than the standard voluntary monetary contribution.

The applicant proposes to demolish two garden-style multifamily building with a total of 24 units (comprising two one-, eight two-, and sixteen three-bedroom units) in order to construct its multifamily building. Consistent with the City’s Housing Relocation Assistance Policy, the applicant developed and presented a Relocation Plan to the Landlord-Tenant Relations Board (LTRB) on January 6. The Relocation Plan outlines assistance to be provided to the 24 impacted eligible residents who have a valid leasehold interest, are in good standing, and are in residency when the first required 120-day notice to vacate is issued. The applicant has identified a relocation coordinator who will work to minimize impacts to affected residents. At the Board meeting, members discussed the challenge of relocating all 16 three-bedroom households on-site since only 48 of the 913 remaining units at the overall community are of the same size. The applicant indicated that they were committed to offering all impacted households the opportunity to relocate on-site to the greatest extent possible and would also provide opportunities for residents to relocate to other UDR properties in the region, including properties in Annandale and Shirlington. LTRB approved the plan.

The applicant presented its Affordable Housing Plan (AHP) dated December 18, 2020 to the Alexandria Housing Affordability Advisory Committee (AHAAC) on January 7. Members expressed disappointment with the number of proposed affordable units being provided in light of the magnitude of the increase in density, while acknowledging that the application was not subject to the December 2020 policy update. Members also requested the number of committed affordable units be finalized to no lower than 12, as well as proportional to the overall unit mix. The Committee voted to approve the AHP subject to these conditions.

It is noted that amendments to the approved Affordable Housing Plan must be submitted to AHAAC for review and require final approval from the City Manager.

K. School Impacts

The applicant proposes to construct 383 new market-rate multifamily residential units and demolish 24 existing units, for a net gain of 359 units. Given that the student generation rate for new, market-rate multifamily units is 0.03 students per unit, the new building would yield, on average, a net gain of 11 students. The students from this project are included in the enrollment forecasts that are used to plan school capacity improvements. The project is in the attendance area for John Adams Elementary School and Francis Hammond Middle School.

L. Other City Policies

Green Building Policy

The applicant proposes to comply with the City’s 2019 Green Building Policy for the new construction of the new multifamily building. The Policy continues to recommend that a new privately-developed residential building should achieve Leadership in Energy and Environmental Design (LEED) Silver Certification from the United States Green Building Council (USGBC), or equivalent, plus performance points.

Public Art

The City’s Public Art Policy, adopted on December 13, 2014, established a requirement for new development projects requesting DSUP approval within the City to provide new public art and encourage the growth of public art in the community. The contribution may be fulfilled by providing on-site public art or as a monetary contribution to a fund to further the City’s public art efforts, consistent with standard recommended condition language.

VI. COMMUNITY

In addition to satisfying standard written noticing requirements, the applicant has held community meetings about the specific RPA exemption request and the overall project. Some of these meetings were focused on Newport Village tenants while others were intended for the wider community. It held a combined tenant/community meeting in February 2019. Two meetings were held in July 2020, one specifically for tenants and a second to discuss general community matters. Questions from participants in the latter, general community meeting (which was held virtually due to the worldwide pandemic) included topics such as traffic, parking, and density. In addition, the applicant provided a project update to Newport Village residents in December 2020 and, in January 2021, shared the relocation plan for displaced residents and an invitation to the Landlord Tenant Relations Board (LTRB) meeting about the relocation plan. Information about the project has also been shared with Beauregard Design Advisory Committee (BDAC) as an informational item, given that the site is close to, but outside of, the Beauregard Small Area Plan.

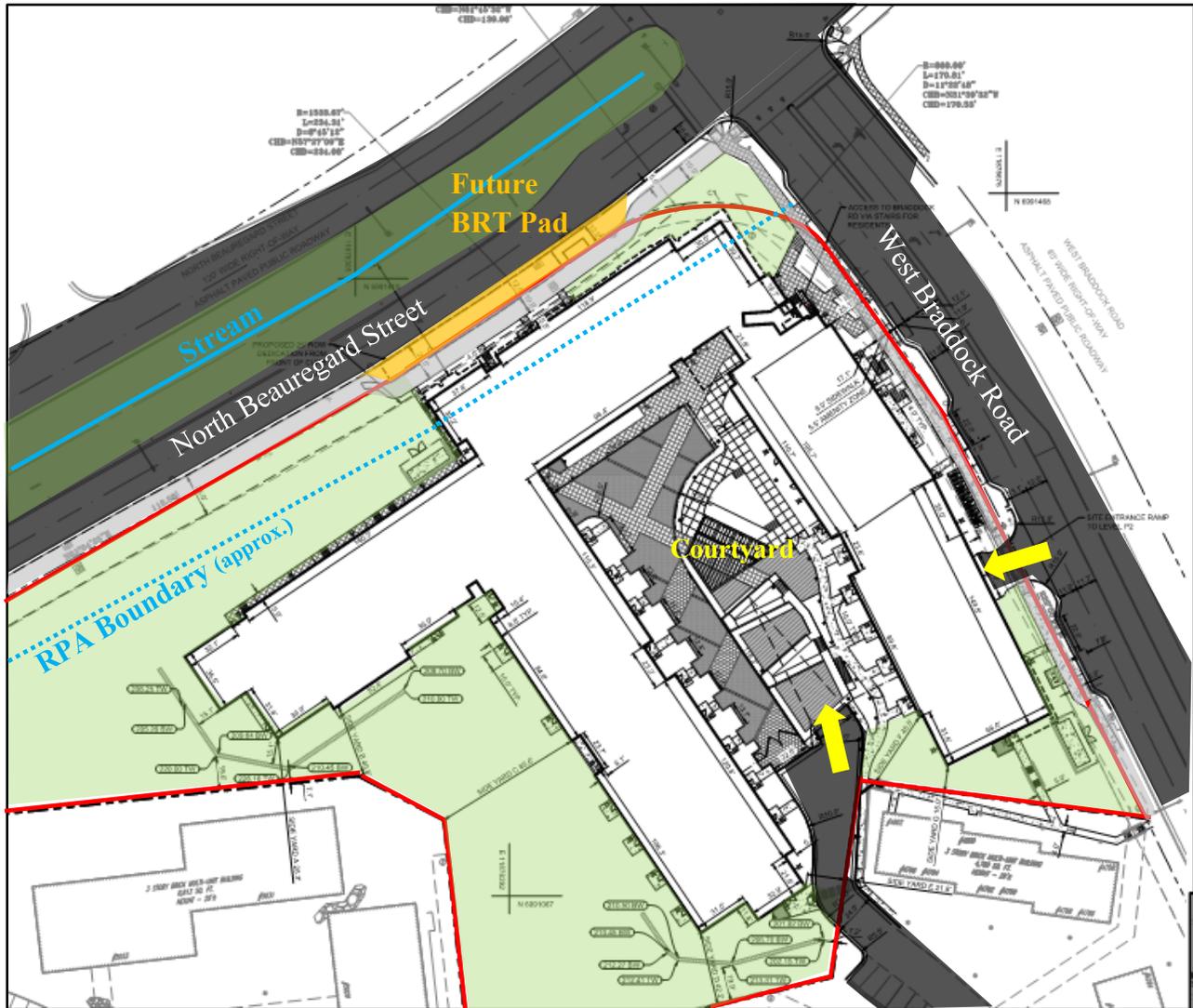
The request is scheduled to be discussed with the Federation of Civic Associations at its regular January 2021 meeting.

VII. CONCLUSION

Staff recommends approval of the Master Plan Amendment, rezoning, Development Special Use Permit with a modification and Special Use Permits, and the stand-alone Special Use Permit requests, subject to compliance with all applicable codes and the recommended conditions included in this report.

Staff: Robert M. Kerns, AICP, Division Chief, Development;
Maya Contreras, Principal Planner; and
Nathan Randall, Urban Planner.

VIII. SITE PLAN GRAPHIC



For illustrative purposes only; see preliminary site plan for further details.

IX. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated November 17, 2020, as amended on December 7, 2020, and shall comply with the following conditions of approval.
 - A. **SITE PLAN**
 2. Per Section 11-418 of the Zoning Ordinance, the Development Special Use Permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval (plus any extensions per the October 6, 2020 City Council Docket Item 19 due to the COVID-19 emergency, as may be extended) 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. The applicant shall dedicate to the City as public right-of-way an area of land measuring 25 feet in width back from the existing curb line along the southeast side of North Beauregard Street as shown on the preliminary site plan.* (T&ES)
 4. The applicant shall dedicate to the City two public access, construction, and maintenance easements for the future construction of the West End Transitway including relocation, installation, and operation of bus shelters and amenities and a shared bicycle/pedestrian trail. Both easements shall measure 25 feet in width back from the front property line and shall be located along the southeast side of North Beauregard Street in the following areas: a) between Fillmore Avenue and the land dedication shown on the preliminary plat; and b) between West Braddock Road and Berkeley Street.* (P&Z)(T&ES)
 5. Submit the draft plat and deed language for all applicable easements, including those shown on the preliminary plan, with the first 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) *
 6. 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) **
 7. 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, except those shown in preliminary site plan.

- 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)
8. 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 streetlights 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.
 - 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 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 plan must either be separated into two plans or provide a clear distinction between the following: a plan with all street lights and other pertinent off-site lighting, and a plan without street lights and off-site lighting; to demonstrate the plan's compliance with lighting regulations re: light spill.
 - 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 lighting 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 (LRV 40 minimum), to increase reflectivity and improve lighting levels.
 - 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 or shielded 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)(Code)
9. 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)
10. Emergency Vehicle Easements (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
11. Provide a georeferenced CAD file in AutoCAD 2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI)
*

BUILDING:

12. The building design, including the appearance, color and quality of materials, final detailing, and three-dimensional expression shall be consistent with the elevations in the preliminary plan dated November 17, 2020, as amended December 7, 2020, and the following conditions. (P&Z)
13. The applicant shall depict on the final site plan a final design for the treatment of the courtyard garage structure façades to the satisfaction of the Director of Planning & Zoning to mitigate the extent of blank walls used on the structure and to ensure the structure is consistent with the design and materials of the inner courtyard. * (P&Z)
14. Provide the following information either within, or at the same time as, the final site plan submission to the satisfaction of the Director of P&Z:
- a. Provide samples of actual glazing, frame and sash components that are proposed for each area of the building in the color and material that will be provided.
 - b. The material to be used to screen the above-grade portion of the parking garage on both sides of the West Braddock Road garage entrance, which shall be consistent with the high-quality materials used elsewhere on this portion of the building façade.
 - c. Building Panels may not use a wrap-around trim for mounting to the substructure but may use a Hardie Reveal 2.0 system or equivalent fiber cement panel system with flush, open joints; exposed fasteners may be either concealed or exposed but finished to match panels;

- d. The underside of all balconies shall be finished and present a visually cohesive appearance.
 - e. Provide specs to clarify the fiber cement panel system being utilized; staff strongly recommends use of a 7/16” panel with “Reveal 2.0” trim or equivalent.
 - f. Integrate all penthouses, rooftop mechanical areas, and rooftop screening into the overall architecture of the building. (P&Z)
15. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼”=1’-0” scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in realistic 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, different wall or bay type. When the three-dimensional complexity warrants it, applicant shall also provide isometric vignettes of such special conditions or building areas. (P&Z)
16. 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 a mock-up panel of proposed materials, finishes, and relationships adjacent to the site 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 in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)
17. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
 - b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, providing RECs or offsets for 200% of the building energy for a minimum of three years in lieu of the Renewable Energy Production requirement ,

- Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.
- c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
 - d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.
 - e. The application shall provide a draft scorecard identifying the project’s path to LEED, Green Globes or Earthcraft certification (or equivalent) with the submission of the Preliminary Review documents.
 - f. Provide evidence of the project’s registration with LEED, Green Globes or Earthcraft (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 and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *
 - g. Provide an updated copy of the certification scorecard prior to the release of building permits for above-grade construction. **
 - h. Provide updated energy reports prior to the release of building permits for above-grade construction. **
 - i. Provide a draft commissioning plan that includes items “i” through “v” below, prior to the release of building permits for above-grade construction. **
 - i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
 - j. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
 - k. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
 - l. Provide evidence that design phase credits have been submitted by the first certificate of occupancy. ***
 - m. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. ***

- n. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy.***
 - o. Provide documentation certification at the release of the maintenance bond clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. ****
 - p. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
18. Install Energy Star labeled appliances in all multi-family residential units; OR where residential appliances are installed. (T&ES)
19. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at: www.epa.gov/WaterSense. (T&ES)

OPEN SPACE/LANDSCAPING:

20. Develop, provide, install and maintain an integrated Landscape Plan in accordance with the City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf
21. Develop a palette of 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)
22. 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:

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

ARCHAEOLOGY:

24. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts —particularly pieces of worked quartz, quartzite, or Indian pottery—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)
25. 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)

PEDESTRIAN/STREETSCAPE:

26. 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. [Conditions may be modified for phased projects]
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete and pervious paver sidewalks to City standards.
 - d. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet, unless otherwise noted on preliminary site plan.
 - e. Sidewalk materials in the Resource Protection Area shall be pervious, final materials will be determined at Final Site Plan.
 - f. Sidewalks shall be flush across all driveway crossings.
 - g. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - h. 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 and accommodate existing traffic signal infrastructure. Any changes must be approved by the Director of T&ES.
 - i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - j. All crosswalks shall be standard, high-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)]. All other crosswalk treatments must be approved by the Director of T&ES.
 - k. 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.
 - l. The applicant shall close the channelized-right turn lanes on the eastern corners of the intersection of Beauregard Street and Braddock Road and provide sidewalk connections to the new corners as shown on the Preliminary Site Plan. *** (P&Z) (T&ES)

27. Proposed location and approximate dimensions of the Capital Bikeshare station shall be shown on the final site plans. The station shall be sited to provide adequate space for maneuvering bikes in and out of docks, to allow access by Capital Bikeshare staff or contractors to rebalance bikes, and to provide for solar panels where feasible. (T&ES)
28. The following items at and adjacent to the subject site shall be depicted on the final site plan as specified below to ensure, to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services, reasonable consistency with the City's latest available designs (at the time of the final site plan submission) for the West End Transitway, Beauregard Trail, and signal upgrades for the intersection of West Braddock Road and N. Beauregard Street:
 - a. Matching grades for sidewalks, trails, and curbs;
 - b. Sidewalks, trails, and curb ramps that are aligned to avoid conflicts with planned infrastructure such as traffic signal equipment and bus amenities;
 - c. Consistent trail and sidewalk materials; and
 - d. New above and below-grade utility equipment, including but not limited to transformers, light poles, fire hydrants, storm and sanitary sewer lines, that are located to avoid conflicts.

PARKING:

29. Parking for the residential use shall be no less than 0.85 spaces per bedroom as shown on the Preliminary Plan. (P&Z) (T&ES)
30. 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)
31. 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)
32. Any parking occupancy data available for the facility shall be made available to the City upon request. (T&ES)
33. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site if excess parking can be demonstrated. This request shall be to the satisfaction of the Directors of P&Z and T&ES.
34. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. All on-street parking controls and restrictions within the project area shall be approved by the City staff during the Final Site Plan process. Any on-street parking changes desired after the Signature Set approval are required to be approved through the Traffic and Parking Board. (P&Z) (T&ES)

35. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces proposed with this development. The 2 percent of full EV parking associated with the retail use shall be publicly accessible. (T&ES)
36. Provide the necessary conduit with pull wires as well as the necessary physical space within the building's electrical room for the additional electrical cabinetry required for the future installation of level 2 electrical vehicle charging stations to serve a minimum of 20 percent of the required parking associated with the residential use proposed with this development. (T&ES)
37. 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:

38. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)
39. 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)
40. 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)
41. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
42. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines or shall be to the satisfaction of the Director of T&ES. * (T&ES)
43. 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. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 10 percent and greater, a minimum of 10 feet in length transition

slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half the difference in slope between two adjacent sections. Final design shall be to the satisfaction of the Director of T&ES. (T&ES)

44. Parking access control equipment that of which includes a gate for controlled access such as, but not limited to, ticket dispenser, card reader, or cashier booth shall not be placed on a slope exceeding 3 percent or the satisfaction of the Director of T&ES. (T&ES)
45. 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)
46. Furnish and install two 4-inch schedule 40 PVC conduits with pull wires underneath the sidewalks fronting the site along N. Beauregard Street. The conduit shall terminate in an underground junction box (JB-S4) at each end of the site with a cover labeled “Traffic” engraved in it. (T&ES)
47. 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)
48. Provide bicycle facilities on the site frontage and through the site per the City’s Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City’s Wayfinding Program.
 - b. Provide a 10-foot multi-use path along the east side of Beauregard Street along the proposed new building frontage as shown in the Preliminary Plan. (T&ES)

TRANSPORTATION MANAGEMENT PLAN:

49. According to Article XI, Section 11-700 of the City’s Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to driving alone in a vehicle. Below are the basic conditions from which other details originate. (T&ES)
50. 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’s Transportation Demand Management Program. (T&ES)
51. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of

residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)

52. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be 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. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)
53. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City's Transportation Demand Management Coordinator at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES) ***
54. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
55. The TMP Coordinator or Association will submit to the Mobility Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
56. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

BUS STOPS AND BUS SHELTERS:

57. Show all existing bus stops, bus shelters and bus stop benches in the vicinity of the site on the Final Site Plan. (T&ES) *

58. Any proposed bus stops, shelters, or benches shall be shown on the Final Site Plan and be ADA compliant. For additional bus shelters, the final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at: www.alexandriava.gov/6548. (T&ES) (Code)
59. The temporary, relocated bus stop at the corner of Beauregard Street and Braddock Road shall meet ADA requirements per the following:
 - a. Install an unobstructed 10-foot wide, parallel to the roadway, by 8-foot wide, perpendicular to the curb, illuminated bus stop passenger loading pad.
 - b. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter (if present or if installed) and adjacent sidewalk.
 - c. The loading pad's cross slope shall be less than 2 percent.
 - d. The exiting width of the sidewalk may be counted towards the 8-foot wide perpendicular to the curb area.
 - e. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)
60. Street trees in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines and shall be located to avoid conflict with vehicles, specifically:
 - a. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.
 - b. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

61. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
62. The sewer connection fee must be paid prior to release of the site plan. (T&ES) *
63. Based on the Preliminary Development Site Plan dated November 17, 2020, the Applicant shall undertake design and construction of capacity improvements to the following sewer segments in order to serve the proposed development.
 - a. Upgrade 170 feet of 12-inch reinforced concrete pipe (RCP) between manhole 000562SSMH and manhole 000759SSMH to a 15-inch polyvinyl chloride (PVC) pipe.
 - b. Upgrade 246 feet of 12-inch RCP pipe with cured in place (CIP) liner between manhole 000759SSMH and manhole 000762SSMH to a 15-inch PVC pipe.
 - c. Upgrade 291 feet of 12-inch RCP pipe with CIP liner between manhole 000762SSMH and the new manhole found immediately downstream to a 15-inch PVC pipe.

- d. Upgrade 125 feet of 12-inch RCP pipe with CIP liner between manhole 000775SSMH and manhole 000774SSMH to a 15-inch PVC pipe. (T&ES)

UTILITIES:

64. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
65. No transformer and switch gears shall be located in the public right of way. (T&ES)

SOLID WASTE:

66. 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. To the extent that the cans cannot be located where accessible for public collection, the applicant may provide a contribution for receptacles to be located in the vicinity or may agree to private hauling. (T&ES)
67. 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. To the extent that the cans cannot be located where accessible for public collection, the applicant may provide a contribution for receptacles to be located in the vicinity or may agree to private hauling. (T&ES)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT:

68. 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)
69. 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)

70. 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)
71. 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)
72. 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)
73. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility 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 the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
74. 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) ****
75. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
76. 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) *

77. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. 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) ****
78. 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) ****
79. 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:

80. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
81. The stormwater collection system is located within the Four Mile Run 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)
82. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)
83. Provide Environmental Site Assessment Notes that clearly delineate, map, describe and/or explain the following environmental features if located on site: individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams and associated buffers; highly erodible and highly permeable soils; steep

- slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)
84. New impervious area in the RPA cannot exceed 4,791 square feet as proposed in the exception request approved by the Planning Commission. (T&ES)
85. The project is located within an existing RPA or mapped wetland area; therefore, the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
86. **CONDITION AMENDED BY PLANNING COMMISSION:** Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services and in compliance with the approved exception request:
- a. Design and construct a stream restoration for the entire perennial stream section located in the median of North Beauregard Street between Fillmore Ave and Braddock Road that provides no less than 24.5 pounds of phosphorous removal utilizing the BANCS Assessment criteria and natural channel design. A revegetation plan will be required that uses only locally native plantings. The stream restoration plan must be approved prior to the release of the final site plan. Completion of the stream restoration is required prior to release of the first certificate of occupancy.
 - b. Reforest .40 contiguous acres on the site that are currently managed turf. This area requires a protective easement and maintenance plan.
 - c. Remove both slip lanes at the intersection of North Beauregard Street and Braddock Road and replace them with vegetated cover
 - d. Create and implement a pet waste program that is approved by the Stormwater Division of Transportation and Environmental Services.
 - e. All sidewalks and pathways in the RPA must be permeable pavement
 - f. The entire building rooftop, with the exception of required setbacks, in the RPA must be vegetated.
 - g. ~~In total, the mitigation must reduce phosphorous based upon the existing load from the site by no less than 10 times the state requirement.~~ In total, mitigation measures must reduce phosphorus by no less than 27.54 lbs. (T&ES) (PC)

CONTAMINATED LAND:

87. 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)
88. 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) *
89. 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)
90. 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:

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

NOISE:

92. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Once the final building design has been established, conduct a building shell analysis to identify specific options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to on-site commercial activities as well as HVAC units, compressors, fans and other anticipated noise- and vibration- generating activities such as amplified music or free weights and/or other fitness equipment, as well as the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES to satisfy the exterior and interior noise goals specified in the HUD Noise Guidance Book. (T&ES)
93. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release. (T&ES) *
94. All uses within the development shall adhere to the City noise ordinance and no amplified sound shall be audible at the property line after 11 pm. (T&ES) (T&ES)
95. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
96. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)
97. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

AIR POLLUTION:

98. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)

99. 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

100. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan. (T&ES)
101. 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)
102. 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) *

103. 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)
104. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
105. **CONDITION AMENDED BY PLANNING COMMISSION:** No ~~major~~ construction staging shall be allowed within the public right-of-way without a T&ES permit. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) (PC) **
106. 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 North Beauregard Street and West Braddock Road, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Transportation Planning Division at 703.746.4088 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)
107. 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)
108. 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)
109. 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)
110. 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)

111. 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)
112. 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)
113. Implement a waste 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)
114. 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) ***
115. 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)
116. 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) ***

117. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
118. 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

119. Contribute \$40,000 to the City prior to Final Site Plan release as part of a coordinated bike share program for Capital Bikeshare station and bicycles or operations of the system. 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. (T&ES)

HOUSING:

120. The applicant shall meet the provisions presented in the Housing Relocation Plan dated September 23, 2020, including the requirement to provide Relocation Assistance Payments to eligible residents.
121. Monetary Contribution Condition: A voluntary contribution of \$418,608 to the Housing Trust Fund is consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013. (Housing)***
122. Set Aside Conditions:
Rental
 - a. The applicant shall provide twelve (12) affordable set-aside rental units, with a mix of units proportional to that in the development or to the satisfaction of the Director of Housing. The final unit mix shall be determined prior to the release of the final site plan.
 - 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 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually.
 - c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant option when the final lease term concludes, the over-income household may be offered a comparable

market rate unit or may be allowed to remain in the same unit, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.

- d. Households receiving Housing Choice Voucher assistance will not be denied admission based on receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- e. The applicant agrees that residents of set-aside units shall have access to all amenities offered on the entire development.
- f. The set-aside units shall be of comparable size and floor plan and with the same finishes as other similar units in the development. Concentrations of set-aside units will be avoided.
- g. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times.
- h. Residents of the set-aside units may be charged a monthly parking fee of up to \$50.00 (in 2021 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces will be subject to standard fees.
- i. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
- j. The applicant shall list all set-aside units at VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- k. 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.
- l. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent.
- m. If the project involves the use of federal funds, the applicant shall comply with all federal related statues, laws and authorities associated with the funding.
- n. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager.
- o. Amendments to the approved Relocation Assistance Plan must be submitted for consideration to and require final approval from the Director of the Office of Housing, or designee.

PUBLIC ART:

123. 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.
- 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

RETAIL USES:

124. As part of the final site plan submission, ensure compliance with the following requirements for “retail ready” areas within the development that may be converted to retail/commercial uses in the future, to the satisfaction of the Director of P&Z:
- a. Ground-level areas within the building previously discussed with staff being retail ready shall be labeled on the final site plan;
 - b. All windows and doors for retail ready areas shall be depicted on the final site plan as being a curtainwall or storefront system;
 - c. Depict on the final site plan a minimum 15 feet floor to floor height within the retail-ready areas as shown on the preliminary site plan. (P&Z)*
125. Future uses other than multifamily residential may be allowed within the retail-ready areas of the building without a major amendment to the current Development Special Use Permit or related approvals, to the satisfaction of the Director of Planning & Zoning and provided that:
- a. Said uses regulated as administrative special uses or special uses according to the zoning of the site shall obtain said approvals pursuant to the Zoning Ordinance requirements in effect of the time of the request;
 - b. Said uses shall only constitute retail uses, commercial uses, or other uses that the Director determines to be compatible in the multifamily residential building;
 - c. Operable entrances shall be provided at the exterior of the building for each future non-residential tenant; and
 - d. The requirement contained in Condition #126 below shall be included in the leases for each future non-residential tenant. (P&Z)

126. The placement or construction of items that block the visibility of the interior of the retail-ready areas from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited, regardless of the use occupying the retail-ready areas, to the satisfaction of the Director of Planning & Zoning. This condition is not intended to prevent future retailers from displaying their goods in display cases that are oriented towards the street frontage. (P&Z)

SIGNAGE:

127. Submit a coordinated sign plan for all proposed signage at the site as part of the final site plan. The plan shall demonstrate appropriate coordination regarding the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z. All signage installed at the site shall be consistent with the approved coordinated sign plan. * (P&Z)
128. The coordinated sign plan shall meet the following additional requirements and sign allowances to the satisfaction of the Director of Planning & Zoning:
- a. Signage for the multifamily residential use shall be limited to a combined total of not more than 150 square feet;
 - b. One of the three allowable signs for the multifamily residential use may be a projecting sign and allowed at any location on the building except the roof and provided that the size of the projecting sign does not exceed 40 square feet;
 - c. The building signs shall use high-quality materials and employ variety and creativity of design;
 - d. The building signs shall relate in material, color and scale to the portion of the building on which the sign is displayed to the satisfaction of the Director of P&Z;
 - e. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances; and
 - f. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. * (P&Z)
129. Signage for future uses other than multifamily residential may be allowed on the building to the satisfaction of the Director of Planning & Zoning and provided that:
- a. The applicant requests a minor amendment to the Coordinated Sign Plan (minor site plan amendment) for approval by the Director;
 - b. Said signage is in conformance with all Zoning Ordinance requirements in effect at the time of the request; and
 - c. Said signage is consistent with Condition #128c through f of this approval unless otherwise waived by the Director. (P&Z)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

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

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

Transportation and Environmental Services (T&ES)

F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception

at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

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

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

F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)

F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)

F - 10. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 12. Any rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F - 14. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)

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

- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
- b. Sidewalk closures 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. (T&ES) *

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

C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate, then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)

C - 5 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 - 6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C - 7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 9 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C - 10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 11 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and for safety reasons, the trucks shall minimize the need to reverse in order to perform trash or recycling collection. The City's storage space guidelines are available online at: <https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at 703.746.4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

C - 12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

C - 13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: <https://www.alexandriava.gov/ResourceRecovery> or by calling the Resource Recovery Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)

C - 14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 15 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*

C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *

C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To 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 - 19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of

Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travel ways unless otherwise permitted by the City Code. (T&ES)

C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

C - 25 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:

- a. Monday Through Friday from 7 AM To 6 PM and
- b. Saturdays from 9 AM to 6 PM.
- c. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:

- d. Monday Through Friday from 9 AM To 6 PM and
- e. Saturdays from 10 AM To 4 PM
- f. No pile driving is permitted on Sundays and holidays.

Section 11-5-109 restricts work in the right of way for excavation to the following:

- g. Monday through Saturday 7 AM to 5 pm
- h. No excavation in the right of way is permitted on Sundays. (T&ES)

C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)

C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from

Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES)
*

C - 29 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments

No code requirements provided.

VAWC Comments

No code requirements provided

Fire Department

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

ATTACHMENTS

1. Proposed Master Plan Amendment Resolution
2. Proposed Master Plan Amendment Revised Land-Use Map (Map #8)
3. Proposed Master Plan Amendment Revised Height Map (Map #14)

RESOLUTION NO. MPA 2020-00007

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

WHEREAS, the proposed amendments will amend the Alexandria West Small Area Plan chapter of the 1992 Master Plan;

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **February 2, 2021** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

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

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

1. The attached amendments to the Alexandria West Small Area Plan are hereby adopted in their entirety amending the Alexandria West Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

- Amend Map 8 / Alexandria West Land Use Map to note that the land use designation for the applicable portion of the applicable parcel is CRMU-H.
 - Amend Map 14 / Alexandria West Height Limits Map to note that the maximum allowable height for the application portion of the applicable parcel is 92 feet;
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 3rd day of February, 2021.



Nathan Macek, Chair
Alexandria Planning Commission

ATTEST:



Karl Moritz, Secretary

Map 8 Alexandria West Land Use Plan, as amended

*Amended 2/25/95, Ord. 3789
Amended 12/18/99, Ord. 4098
Amended 6/16/12, Ord. 4765
Amended 2/21/15, Ord. 4928
Amended 12/12/15, Ord. 4978
Amended XXX, Ord. XXXX*

**Ord. 3789
CDD**

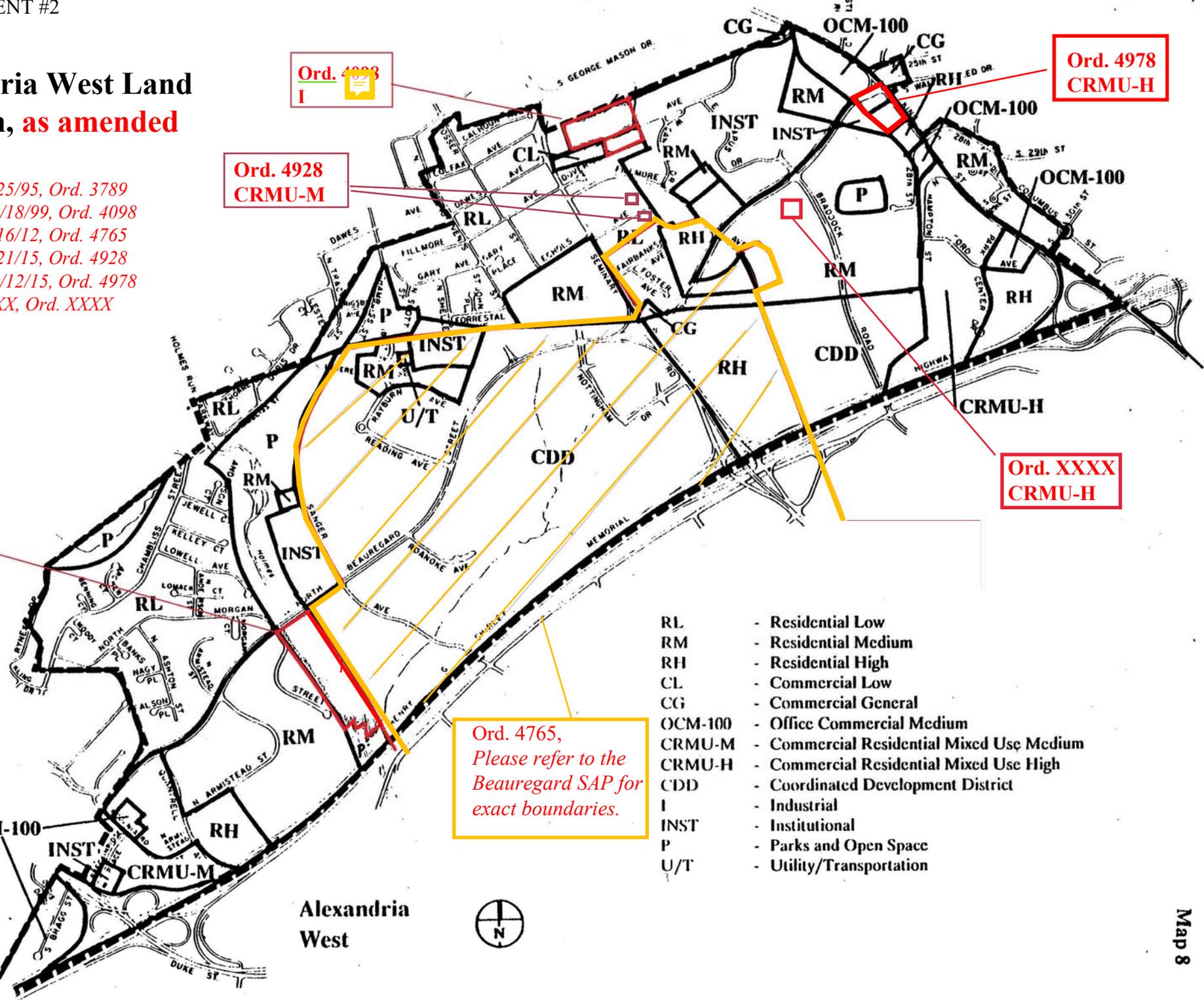
**Ord. 4098
I**

**Ord. 4928
CRMU-M**

**Ord. 4978
CRMU-H**

**Ord. XXXX
CRMU-H**

**Ord. 4765,
Please refer to the
Beaugard SAP for
exact boundaries.**



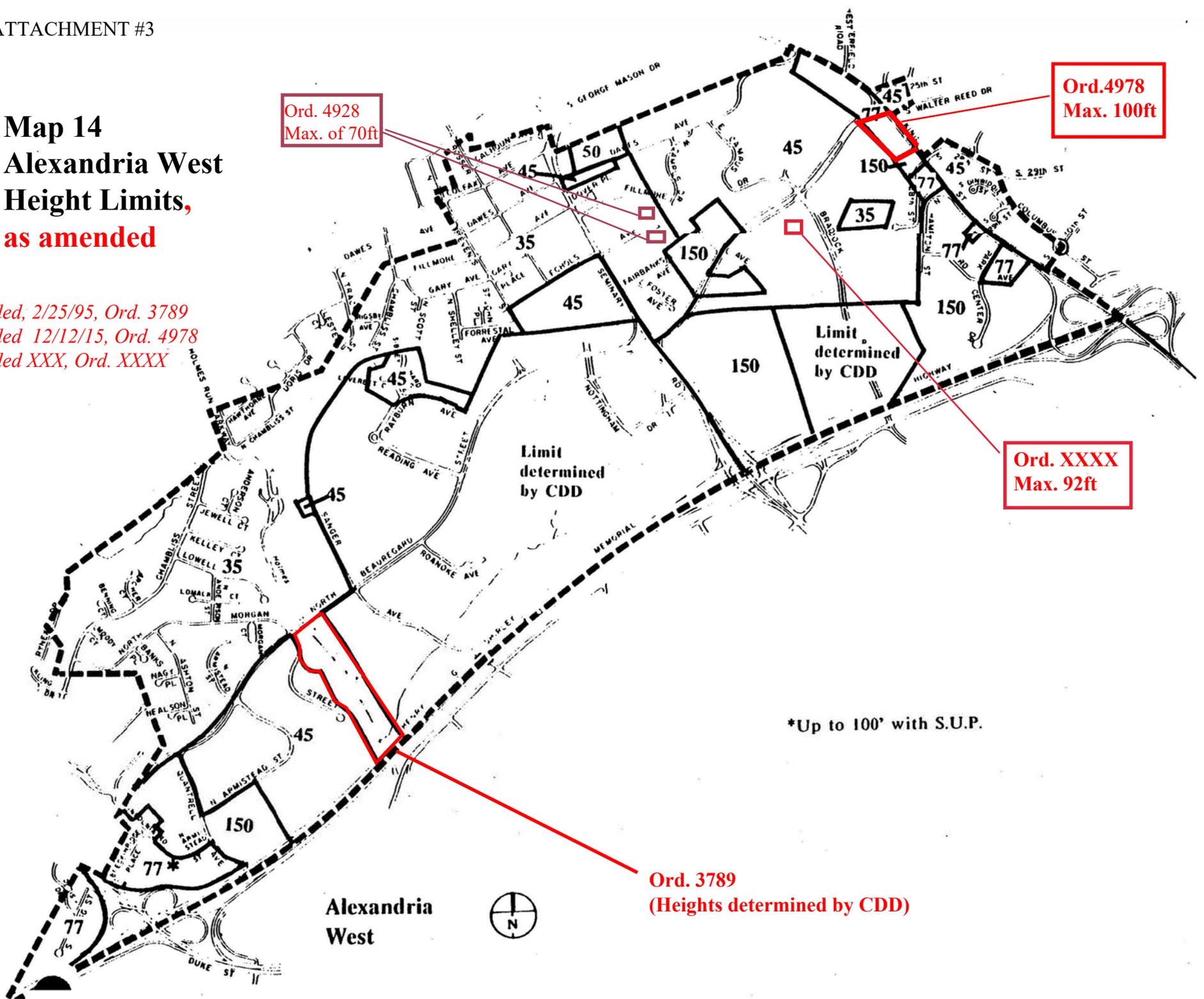
- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- OCM-100 - Office Commercial Medium
- CRMU-M - Commercial Residential Mixed Use Medium
- CRMU-H - Commercial Residential Mixed Use High
- CDD - Coordinated Development District
- I - Industrial
- INST - Institutional
- P - Parks and Open Space
- U/T - Utility/Transportation

Alexandria West



Map 14 Alexandria West Height Limits, as amended

*Amended, 2/25/95, Ord. 3789
Amended 12/12/15, Ord. 4978
Amended XXX, Ord. XXXX*





APPLICATION

[x] Master Plan Amendment MPA# _____

[x] Zoning Map Amendment REZ# _____

PROPERTY LOCATION: _____

APPLICANT

Name: _____

Address: _____

PROPERTY OWNER:

Name: _____

Address: _____

Interest in property:

Owner Contract Purchaser

Developer Lessee Other _____

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

yes: If yes, provide proof of current City business license.

no: If no, said agent shall obtain a business license prior to filing application.

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

Print Name of Applicant or Agent

K. A. W.

Signature

Mailing/Street Address

Telephone # Fax #

City and State Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL: _____

MPA # _____
REZ # _____

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.)
	Residential		Alexandria West		RA	CRMU-H	Land Area (acres) 500 ft (Beauregard) 400 ft (Braddock)
1 _____ _____	_____	_____	_____	_____	_____	_____	4.19 acres
2 _____ _____	_____	_____	_____	_____	_____	_____	
3 _____ _____	_____	_____	_____	_____	_____	_____	
4 _____ _____	_____	_____	_____	_____	_____	_____	

PROPERTY OWNERSHIP

Individual Owner Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: _____ Extent of Interest: _____
Address: _____
2. Name: _____ Extent of Interest: _____
Address: _____
3. Name: _____ Extent of Interest: _____
Address: _____
4. Name: _____ Extent of Interest: _____
Address: _____

MPA # _____
REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

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

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

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

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



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # _____ **Project Name:** NV II

PROPERTY LOCATION: 4898 W. Braddock Road

TAX MAP REFERENCE: 011.01-01-02 **ZONE:** RA

APPLICANT:

Name: UDR Newport Village LLC

Address: 1745 Shea Center Drive #200 Highlands Ranch, CO 80129

PROPERTY OWNER:

Name: UDR Newport Village LLC

Address: 1745 Shea Center Drive #200 Highlands Ranch, CO 80129

SUMMARY OF PROPOSAL 383-unit multifamily residential building located at the corner of N. Beauregard St. and W. Braddock Road

MODIFICATIONS REQUESTED Modification to reduce setbacks required per ZO Section 7-1006.
Please see enclosed drawings for applicable locations.

SUP's REQUESTED Parking Reduction; TMP SUP; More than permitted number of mechanical penthouses; an increase in density to a 2.3 FAR pursuant to the CRMU-H District; and a Coordinated Sign Plan

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.

Kenneth W. Wire, Wire Gill LLP, Agent/Attorney

Print Name of Applicant or Agent

700 N. Fairfax Street, Suite 600

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code

Signature

703-667-3129

Telephone # Fax #

kwire@wiregill.com

Email address

11/17/20

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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.

UDR Newport Village LLC is owned by:
UDR Lighthouse DownReit L.P., Sole Member
1745 Shea Center Drive. #200, Highlands Ranch, CO 80129

By: UDR, Inc. (Publicly Traded Company) its General Partner
1745 Shea Center Drive. #200, Highlands Ranch, CO 80129



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?

- x** **Yes.** Provide proof of current City business license. *Wire Gill LLP is on file with the City*
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. UDR Newport Village LLC	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	100%
2. UDR Lighthouse DownREIT L.P.	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	100%, Sole Member
3. UDR, Inc.	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	General Partner

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 4898 W. Braddock Road (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. UDR Newport Village LLC	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	100%
2. UDR Lighthouse DownREIT L.P.	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	100%, Sole Member
3. UDR, Inc.	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	General Partner

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. UDR Newport Village LLC	None	None
2. UDR Lighthouse DownREIT L.P.	None	None
3. UDR, Inc.	None	None

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

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

11/17/20

Kenneth W. Wire, Wire Gill LLP



Date

Printed Name

Signature

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

The Applicant requests a rezoning from the RA District to the CRMU-H District to allow for an approximately 383-unit multifamily building located at the corner of the Property, at the intersection of N. Beauregard Street and W. Braddock Road. The Applicant has filed a related Rezoning/Master Plan Amendment and SUPs for a parking reduction, TMP, more than one penthouse and a 2.3 FAR under separate cover. The Applicant filed a Master Plan Amendment to exceed the 45' building height limit to allow for the proposed building height of 92' and to allow high density residential instead of medium density. The proposed multifamily building is well located, consistent with TOD principles as they will be located adjacent to a future BRT station. The proposed development will allow for a modernization and upgrade of the Property which will add to the recent developments in the West End also designed with a modern architectural style.

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

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

Number of residents typical for a 383-unit multifamily building consistent with the proposed number of bedrooms shown on the DSUP plans

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

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

Building management staff sufficient and typical to support the number of residents

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

Day	Hours	Day	Hours
<u>7 days/week</u>	<u>24 hrs/day</u>	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

Noise typical for an apartment building with outdoor amenity space including seating areas and a pool

B. How will the noise from patrons be controlled?

City of Alexandria Noise Ordinance and building management procedures and staff

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

None

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

A. What type of trash and garbage will be generated by the use?

Residential trash

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

Typical of 383-unit apartment building

C. How often will trash be collected?

Trash will be taken by residents to a trash collection facility that will be collected by building management staff for pick up at the building trash collection area.

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

Building management staff

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

Yes. No.

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

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

Yes. No.

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

Building management staff will use cleaning supplies and store them pursuant to best practices.

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

Site and building lighting and secure access for residents

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.

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?

487 spaces required (1 per bedroom) X .05 reduction for 1/4 m. proximity to bus route = 463

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

<u>311</u>	Standard spaces
<u>94</u>	Compact spaces
<u>10</u>	Handicapped accessible spaces
<u> </u>	Other

Total: 415

- 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? 0
- B. How many loading spaces are available for the use? 2
- C. Where are off-street loading facilities located? Garage, inside the building
- D. During what hours of the day do you expect loading/unloading operations to occur?
Normal daytime business hours for move-ins, trash pick up and resident deliveries
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Likely daily for resident deliveries and move-ins during initial lease up. Trash pick up will be 1-2 times per week.

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 to the property is adequate and no new traffic improvements are proposed except for removal of a slip lane on N. Beaugard Street which Staff requested.

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 4898 W. Braddock Road, I hereby
(Property Address)
grant the applicant authorization to apply for the Special Use Permit uses listed above use as
(use)
described in this application.

Name: Harry G. Alcock, SVP - Chief Investment Officer

Phone: (857)285-5215

Please Print

Address: 1745 Shea Center Drive, Suite 200 Highlands Ranch, CO 80129

Email: kmurt@udr.com

Signature: 

Date: 8-11-20

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

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

- 2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: _____ of the subject property.

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

UDR NEWPORT VILLAGE LLC, a Delaware limited liability company

By: UDR LIGHTHOUSE DOWNREIT L.P., a Delaware limited partnership, its Sole Member

By: UDR, INC., a Maryland corporation, its General Partner

1745 Shea Center Drive, Suite 200, Highlands Ranch, CO 80129

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. UDR Newport Village LLC	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	100%
2. UDR Lighthouse DownREIT L.P.	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	100%, Sole Member
3. UDR, Inc., Publicly-Traded Co.	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	General Partner

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 4898 W. Braddock Road (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. UDR Newport Village LLC	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	100%
2. UDR Lighthouse DownREIT L.P.	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	100%, Sole Member
3. UDR, Inc., Publicly-Traded Co.	1745 Shea Center Drive #200 Highlands Ranch, CO 80129	General Partner

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. UDR Newport Village LLC		
2. UDR Lighthouse DownREIT L.P.		
3. UDR, Inc.		

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.

Kenneth W. Wire, Wire Gill LLP

Date

Printed Name



Signature

USE CHARACTERISTICS

- 4. The proposed special use permit request is for (*check one*):
 - a new use requiring a special use permit,
 - an expansion or change to an existing use without a special use permit,
 - an expansion or change to an existing use with a special use permit,
 - other. Please describe: _____

- 5. Please describe the capacity of the proposed use:
 - A. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

- B. How many employees, staff and other personnel do you expect?
Specify time period (i.e., day, hour, or shift).

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

Day:	Hours:
_____	_____
_____	_____
_____	_____
_____	_____

- 7. Please describe any potential noise emanating from the proposed use.
 - A. Describe the noise levels anticipated from all mechanical equipment and patrons.

- B. How will the noise be controlled?

SUP # _____

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

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

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

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

C. How often will trash be collected?

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

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

Yes. No.

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

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

Yes. No.

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

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

ALCOHOL SALES

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

Yes No

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

PARKING AND ACCESS REQUIREMENTS

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.

Total: 415

Planning and Zoning Staff Only Required number of spaces for use per Zoning Ordinance Section 8-200A _____ Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No

B. Where is required parking located? (*check one*)

- on-site
- off-site

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

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

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

Parking reduction requested; see attached supplemental form

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

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

Planning and Zoning Staff Only Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____ Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No
--

B. Where are off-street loading facilities located? _____

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

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

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

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? Yes No
Do you propose to construct an addition to the building? Yes No
How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be?
_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = N/A` sq. ft. (total)

19. The proposed use is located in: (check one)
 a stand alone building
 a house located in a residential zone
 a warehouse
 a shopping center. Please provide name of the center: _____
 an office building. Please provide name of the building: _____
 other. Please describe: _____

End of Application



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)

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

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

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



APPLICATION - SUPPLEMENTAL

SIGNS

1. How many signs exist on the property?

2. Please provide the size of each existing sign(s), including, length, width and square footage of the sign face, and the height of the sign above grade.

3. Provide the length of frontage for every street that the subject property touches.

4. How many businesses are located on the property?

5. How many signs are proposed?

6. Provide the size of each proposed sign(s), including, length, width and square footage of the sign face, and the height of the sign above grade.

7. How will the sign(s) be illuminated?

Attach a sign image drawn to scale of the sign you propose. Include color and placement on the building or site.

From: Megan Rappolt <mrappolt@wiregill.com>
Sent: Friday, January 22, 2021 9:45 AM
To: Nathan Randall
Cc: Maya Contreras; Ken Wire; Elizabeth Hart
Subject: RE: Newport Village - Land-Use Designation MPA

We received this email and we also changed our notice that went out already. We will be sending Patrick the certification of the notice.

Are we to do something else?

Thanks

Megan C. Rappolt, AICP

Wire Gill LLP

C: (703) 362-5232

This email from Wire Gill may contain confidential or privileged information. If you are not the intended recipient, please advise by return email and delete immediately without reading or forwarding to others.

From: Nathan Randall <Nathan.Randall@alexandriava.gov>
Sent: Thursday, January 21, 2021 7:21 PM
To: Megan Rappolt <mrappolt@wiregill.com>
Cc: Maya Contreras <Maya.Contreras@alexandriava.gov>
Subject: Newport Village - Land-Use Designation MPA

Megan-

I'm writing to confirm, as we discussed the other day, that the land-use designation MPA for Newport Village should actually be CRMU-H (just like the zoning) rather than the Residential High that is listed in the application materials.

If you would, please confirm that you've received this email. P&Z will then document the change by attaching this message to the application materials.

Thanks,
Nathan



[EXTERNAL]New buildings planned at the intersection of Beauregard and West Braddock

ellen I harmon <elharmon3787@gmail.com>

Sat 1/30/2021 5:21 PM

To: PlanComm <PlanComm@alexandriava.gov>

To Whom It May Concern:

I would like to voice my objection to the plan being considered to abolish parts of Newport Village and replace them with higher density, larger structures.

1. As a resident of Stonegate Foundation, I was never given notice nor consulted. I only just learned of this plan quite by accident yesterday on Facebook and then again today from a Board member here at Stonegate.

It is stated that nearby residents were notified and consulted. NOT TRUE.

2. There is not enough street parking in this immediate area now; this project will create even more of a problem.

3. In recent years we have seen built more than our share of large residential buildings: the new housing on Beauregard in front of The Goodwin House, new housing on Fillmore - both projects replaced churches - ; then there is the ongoing conversion on Ford Avenue of two large office buildings into apartments, the development of the old Jefferson Hospital property on the corner of King and West Braddock, and lastly the development of more housing on the corner of Seminary Rd. and Beauregard. I won't even get into what is being planned for King Street near Fairlington nor 31st Road going down to Shirlington.

I don't know why the current City Council thinks we should reclassify many things in Alexandria as "urban", requiring higher density. If I wanted to live in Clarendon, Ballston, Old Town, DC or NYC I would've bought a home there when I was in the market seven years ago. Alexandria is a close-in suburb and should be regarded as such. Filling it up with high density buildings is ill-advised and unwanted.

Thank you for your attention.

Ellen Harmon
4691 Kirkpatrick Lane
Alexandria, VA. 22311

DISCLAIMER: This message was sent from outside the City of Alexandria email system.
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[EXTERNAL] Proposed project at Beaugard and W. Braddock

Sally Reinholdt <sreinholdt1991@comcast.net>

Sun 1/31/2021 6:13 PM

To: PlanComm <PlanComm@alexandriava.gov>

To whom it may concern:

My husband and I heard yesterday from a neighbor about the proposed project at Beaugard and W. Braddock. We are residents of Stonegate Foundation and, despite the fact that this would be a massive project that effects our community, we have had no notification about this project from the City of Alexandria.

We strongly object to additional high density housing in this area. Since moving to Stonegate in 1996 we have seen the construction of low and high rise housing on N. Hampton and on King Street immediately behind the Liberty Gas Station. What we believe was formerly a government building on Ford St. was converted into lofts and high rise office buildings in the in the same block are currently being converted to residential use. There is also the recently completed project at West Alex in addition to more house being built along Beaugard, on Fillmore St. as well as the big development at Beaugard and Seminary Rds.

The building documents state that "Staff finds that both the site layout and the building design are reasonable and appropriate for this site. With regard to site layout, staff worked with the applicant to achieve a design relating well to both adjacent streets-in a more urban style than the current suburban layout at Newport Village". We find that laughable. The proposed structure would stick out like a sore thumb and is totally inappropriate for the surrounding area. Additionally, it is apparent from the planning documents I read that the parking that is proposed is woefully inadequate for the number of units/occupants. Parking in this area is currently difficult at best and a new high density building would only add to the problem.

It seems that the City of Alexandria is bent on building high rise/high density housing in any and all available space. It also seems the developers ideas are adopted without input or consideration of the surrounding communities, e.g. Stonegate. Our pleasant suburban area is being turned into a high density urban area and ruining the character of our beloved neighborhood.

Thank you for your consideration.

Matthew Minor
Sally Reinholdt
4654 Kell Lane
Alexandria, VA 22311

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[EXTERNAL]Objection to Proposed Building at Beauregard and West Braddock

Margaret Welsh <mawelsh@comcast.net>

Mon 2/1/2021 11:09 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Alexandria Planning Commission Members:

I am writing to object to the proposed building at the corner of Beauregard and West Braddock to replace parts of Newport Village with a larger, higher density multi-use building. As a homeowner in the neighborhood of Stonegate Foundation, I object to this proposal as the density in this neighborhood is already very high, resulting in increased traffic and criminal activity.

Furthermore, the staff report noted that nearby residents were notified and consulted. We were provided neither a notice or opportunity to consult on the viability of this project. Only one homeowner received notice less than a week prior to the upcoming Planning Commission meeting to be held tomorrow, February 2.

Parking issues in this neighborhood continue to escalate and should this new building be approved, it will exacerbate the issue even further since the building proposes less than adequate parking. Workers and others who do not live in this neighborhood continually park their cars for long periods of time eliminating the opportunity for those who do live in the neighborhood to use the limited parking spaces available.

Over development of the West End needs to be curtailed as the streets cannot accommodate the increase in density as proposed, given that new large structures have already been built nearby or are under construction. The new building at the corner of King and West Braddock, the building being constructed in front of the Goodwin House and many other already approved conversations and new builds in the neighborhood are more than enough to negatively impact the daily lives of residents in this neighborhood.

I strongly object to this proposal and urge the members of the Planning Commission to NOT APPROVE this proposal.

Margaret Welsh
4693 Kirkpatrick Lane
Alexandria, Virginia 22311

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DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**



Kenneth W. Wire
kwire@wiregill.com
703-677-3129

February 1, 2021

VIA EMAIL TO karl.moritz@alexandriava.gov

Nate Macek, Chair and Members of the Planning Commission
301 King Street, Suite 2100
Alexandria, VA 22314

RE: February 2nd Planning Commission Hearing
Docket Item #8, Newport Village

Dear Mr. Macek and Members of the Planning Commission:

On behalf of my client, the UDR Newport Village LLC (the "Applicant"), I am requesting the following revisions to the staff recommendation conditions of approval for DSUP 2020-10016.

Condition 86

Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services and in compliance with the approved exception request:

- a. Design and construct a stream restoration for the entire perennial stream section located in the median of North Beauregard Street between Fillmore Ave and Braddock Road that provides no less than 24.5 pounds of phosphorous removal utilizing the BANCS Assessment criteria and natural channel design. A revegetation plan will be required that uses only locally native plantings. The stream restoration plan must be approved prior to the release of the final site plan. Completion of the stream restoration is required prior to release of the first certificate of occupancy.
- b. Reforest .40 contiguous acres on the site that are currently managed turf. This area requires a protective easement and maintenance plan.
- c. Remove both slip lanes at the intersection of North Beauregard Street and Braddock Road and replace them with vegetated cover.
- d. Create and implement a pet waste program that is approved by the Stormwater Division of Transportation and Environmental Services.
- e. All sidewalks and pathways in the RPA must be permeable pavement.
- f. The entire building rooftop, with the exception of required setbacks, in the RPA must be vegetated.
- g. ~~In total, the mitigation must reduce phosphorous based upon the existing load from the site by no less than 10 times the state requirement.~~ **In total, mitigation measures must reduce phosphorus by no less than 27.54 lbs.**

Condition 105

No major construction staging shall be allowed within the public right-of-way **without permit or as approved by T&ES with the Construction Management Plan**. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **

Thank you for your consideration and I look forward to discussing this request with you at tomorrow's Planning Commission hearing.

Sincerely,

A handwritten signature in black ink, appearing to read "K. W. Wire", with a horizontal line extending to the right.

Kenneth W. Wire

February 1, 2021

(as attachment to *E mail*) PlanComm@Alexandriava.gov;

To: Alexandria Planning Commission and City Council
Karl Moritz, Director, Planning and Zoning, City of Alexandria

From: Stonegate Foundation, Inc. (a VA Homeowner's Association)
(by Dina Biblin, Secretary-Treasurer)

Re: Agenda Item #8, Planning Commission Docket (2-1-2021):
OPPOSITION to the Development Plan for Newport Village

The Board of Directors of Stonegate Foundation, Inc., ("SFI"), a VA homeowner's association, hereby registers its opposition to planning proposals submitted by Newport Village ("Newport") for consideration on February 2, 2021.

We are an association of 76 townhomes immediately adjacent to the Newport property, at the Northeast Corner of W. Braddock Road and N. Hampton Drive. The block on W. Braddock from N Hampton to Beauregard, where the Newport plan for increased density is located, is already highly developed with multi-family apartments and townhomes. Along this block there are five Homeowner Associations, with hundreds of individual townhomes and apartments, plus the entire Newport Village property, and one Section 8 townhome development. They are all low-rise buildings.

1. Failure to provide proper notice.

We have significant concerns about overdevelopment of this area and are impacted by Newport's proposals. We knew nothing of the upcoming Proposal until we happened to see it on the Planning Commission agenda for tomorrow night. Proper notice of the upcoming request for exception should have been given to our entire community, among the 4 other HOAs along Braddock Road, but it was not. Mr. Wire apparently sent a single letter to one homeowner at Stonegate and failed to notify our management company or the Registered Agent. We previously registered our failure to have received Notice concerning another aspect of this proposal before the Planning Commission on February 4, 2020. The absence of proper Notice appears more intentional than negligent at this point.

Remarkably, Newport claims they gave notice to their tenants at Newport Village. However, they ignored those who need the notice, particularly the neighboring townhome communities along Braddock Road and N. Hampton Drive.

2. The City Staff Report Ignored the interests of homeowners directly next door.

The City Staff Report seems to have ignored the interests of these homeowners directly next door to this proposal. Particularly given the fact that Newport states that it plans to tear down other of their garden apartments adjacent to our townhomes, and build more high-density high rise residential buildings, this is a fairly important omission.

No mention nor consideration was made concerning the hundreds of homeowners who purchased low rise, colonial style properties on **quiet, residential streets** adjacent to the monolith

being proposed. We are not Beauregard or King Street, where other high rise, high density developments have been built. We are a quiet neighborhood behind two urban streets that intersect at Beauregard and King Streets. Our concerns must be considered by the City Planning Commission and the City Council.

No mention was made of the fact that along this strip of Braddock Road are only low rise apartments and townhomes that will be adversely affected by a high density development. Not only will access to our quiet community be affected at the intersection of Beauregard and W. Braddock for years, but the resulting traffic from more vehicles looking to avoid that corner and instead, traverse to King Street and I-395 via N. Hampton Drive is a major problem for our homeowners.

For the Planning Staff to assume that it is desirable to convert a quiet, residential community into an urban one is simply wrong. These homes were purchased, and these developments were built over 25 years ago and the purchasers and homeowners knew that the area was designated as low-density multifamily housing. It should stay that way. Most of the residents along W. Braddock and N. Hampton Drives are not young urbanites who rent bicycles at kiosks. Take a good look at the profile of the taxpaying Alexandria residents who are adversely affected by this overblown project.

The Staff report concludes that: *“Staff does not find that the new land-use designation would be out of character for the neighborhood.”* Staff report at p.10. They obviously forgot to turn around and look down the street. Your staff discussed only what was on Beauregard. Going from 24 homes to 393 homes on one corner with a massive, modern building structure that is out of place with a colonial style adjacent to it is unwarranted. It does not “fit in” with the existing neighborhood.

Even the staff acknowledges *“the increase in the number of units at the site from 24 to 383 would redevelop an existing use at a greater density/intensity and is not consistent with Objective #1.”* This should not have been recommended in that case. Certainly, the developer and the City can come up with an attractive improvement on a much smaller scale.

We suggest the Commission take a good look at the neighborhoods along W. Braddock and you will conclude, as we do, that a building of this size and design does not belong here. It will diminish the tranquility and charm of these smaller neighborhoods -- something for which Alexandria prides itself.

3. Effect on Traffic and Parking.

There is already too much traffic speeding along W. Braddock Road. The impact of this high-density project on a relatively quiet neighborhood is enormous and adverse. The congestion caused by the size of this project during construction and after completion at the intersection of W. Braddock and Beauregard will be the subject of complaints from many Alexandrians for years.

In addition, there is not enough street parking in this immediate area now; this project will create even more of a problem. Again, this is a suburban neighborhood where vehicles are required to get groceries, go to the drugstore, and shop westward on King Street. This is not a walkable metro area and should not be. Middle aged and seniors do not take busses to get their groceries and prescriptions. (*See also, Parking Reduction, #4.*)

As it is now, Newport Village residents do not have sufficient parking on their property, so many of them drop their cars off on N. Hampton Drive, which eliminates visitor parking for the townhome and condo communities along N. Hampton. There is no street parking on Beauregard and parking on N. Hampton is purposely limited.

Not only the Newport Village residents, but those at the high-rise condos on N. Hampton and King Street, and the recently converted office buildings along Ford Avenue also park their excess vehicles on N. Hampton Drive. So do the residents of the garden condos on N. Hampton Drive, where the City saw fit to permit the developers more parking reductions.

The City kept granting parking reductions to those higher density developments, against the protests of the Stonegate HOAs along N. Hampton. Our own development of 76 townhomes was approved with only eight (8) visitor parking spaces back in the early 1990's. The result was that the City created a parking congestion problem as there is insufficient parking for the residents of these neighborhoods. They are forced to find parking for their visitors and contractors on the public street. Please do not make the same mistake with the Newport Village proposal.

4. The City Planning Staff applied faulty Analysis to the decision on the request for a parking reduction.

As you can see when we described the current congestion considerations above, it should be apparent that the City Planning Staff applied faulty analysis to their support of a parking reduction, let alone other aspects of this project.

- Staff claims they looked at the parking levels for Newport Village but did not realize that Newport Village did not provide enough parking for their own tenants.
- Staff claims they looked at the parking for The Alexander and Northhampton Place developments but obviously was not made aware that the parking levels for those Residential Buildings are insufficient for the residents and guests of those buildings. The City granted both developments parking reductions that resulted in too many residents with multiple cars and no indoor parking. The developers at Northhampton Place even gave extra parking spaces to buyers in order to sell condos, which spaces had been required by the City for visitor parking. The result is that residents there complain they don't have off street parking for their visitors and the City's requirements were not complied with by the developer.
- Staff ignored the fact that many younger people who rent apartments tend to cram multiple adults, each with their own vehicle, into 2 bedroom or 3 bedroom apartments. That would dictate a minimum of 1 parking space per bedroom, let alone creating sufficient spaces for visitors to the building.
- The parking calculations are misleading. They did not just reduce by 48 spaces; they are planning to reduce the parking by 72 spaces (from a permit max of 487 down to 415 spaces). That is insufficient parking for the residents, let alone for the visitors to the building. 30% of 393 is 118 visitor parking spaces. Even at a 20% level of visitor parking, that would mandate 79 visitor parking spots. This proposed parking reduction wipes them out and none of your staff seems to have noticed.
- The Staff also bases its calculations for a reduction on a rapid transitway to be built on Beauregard. That is years away. In the meantime, people are going to be using cars and reducing parking requirements inside that new structure is a mistake. Approving this project will create a traffic mess along Beauregard and down W. Braddock to N. Hampton Drive.

- The recommendation for only 0.8 parking spaces per bedroom is dramatically insufficient. This area is not directly accessible to a metro stop, and many of our suburban residents do not commute to shopping or jobs via bus or on foot and there is no metro nearby. Grocery stores are a minimum of 1-2 miles away. With 415 spaces for 393 units, you don't even have 22 spaces for visitors to this massive, high-density building, and that is assuming only 1 space per unit.

* * *

We encourage the City to look for less overpowering alternatives to the Newport project which might better blend with the existing community. A village-like project with some commercial ready space might be a better goal for this location and would create benefits for the existing residents. By contrast, the proposal to switch from low density multi-family to a high-rise of immense proportions at the corner of Beauregard and W. Braddock is an insult to the current residents along W. Braddock.

Thank you for your attention to our concerns, which would likely have been echoed by hundreds of homeowners at Stonegate Mews, Stonegate Manors, Stonegate Highpointe, and Stonegate Hamptons, had they received proper Notice.

STONEGATE FOUNDATION, INC. BOARD OF DIRECTORS

By Greg Niessen, President, and Dina_L. Biblin, Esq., Secretary-Treasurer
and Registered Agent. DBStonegate@comcast.net

[EXTERNAL] Questions on Proposed Newport Village Apt. Project on West Braddock Rd. & Beauregard

Len Horning <haspresident@yahoo.com>

Tue 2/2/2021 3:41 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Thanks for the contact information. Here are questions one of our residents compiled. She forwarded them to the planning committee.

----- Forwarded Message -----

From: Janice Corbett <janice.corbett77@gmail.com>

To: "plancomm@alexandria.gov" <plancomm@alexandria.gov>; Maya Contreras <maya.contreras@alexandriava.gov>

Cc: Len Horning <haspresident@yahoo.com>

Sent: Tuesday, February 2, 2021, 11:50:35 AM EST

Subject: Questions on Proposed Newport Village Apt. Project on West Braddock Rd. & Beauregard

1. Is there a way to get the project back to its original configuration (number of units & parking spaces)?
2. If the project is to continue, the developers MUST provide more parking for the tenants. How can you enforce that?
3. If the project is to continue, what provisions have been made for street parking?
4. If the project is to continue, what are the plans to redesign the corner of King St. & Beauregard to accommodate the increased traffic volume?
5. What are the plans to increase public transportation? You approved the Array with the condition that there would be a bus transit center at the Array. This did NOT happen. How can we depend on the City Council to approve this project with increased public transportation options and road redesign?

This area has eight apartment complexes within a one-mile radius. If you allow the addition of a ninth with inadequate parking, you are causing unnecessary stress on the population.

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City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 2, 2021

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

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

SUBJECT: DOCKET ITEM #8 – NEWPORT VILLAGE - DSUP #2020-10026
STAFF RESPONSE TO RECENT LETTERS

In the last two days, staff has forwarded to Planning Commission a total of six letters or emails regarding the Newport Village project (Docket Item #8). One of these letters is from the applicant, another is from the Stonegate Association, and the remaining four letters appear to have been submitted by individual residents of the Stonegate residential community to the south of the project site. The purpose of this memorandum is to provide to the Planning Commission staff's response to the matters raised by all parties.

1. Applicant Letter

In his letter dated yesterday (February 1st), Ken Wire, the attorney for the applicant has asked the Planning Commission to consider revisions to two recommended conditions of approval. The first condition is related to the amount of phosphorous that must be removed from stormwater runoff at the site. The second condition is related to whether the applicant may place construction staging equipment within the public right-of-way.

a) *Phosphorous Removal (Condition #86g)*

The applicant has requested the following specific change to Condition #86g in the staff report:

~~In total, the mitigation must reduce phosphorous based upon the existing load from the site by no less than 10 times the state requirement.~~ In total, mitigation measures must reduce phosphorus by no less than 27.54 lbs.

Staff does not support this requested change. The difference between the fixed amount of 27.54 lbs. and 10 times the state requirement is about 1.3 pounds of phosphorous. If the condition change were approved, more pollution would be allowed to be contained within stormwater that leaves the project site, enters the City's storm sewers, and ultimately reaches Chesapeake Bay. In addition, staff's original inclusion of the condition that phosphorous must be reduced by 10 times the state requirement was taken directly from the RPA Mitigation Presentation to Planning Commission and the EPC in March 2020 that resulted in the approval of the RPA exception request. If the change were approved, the project would not be consistent with the request as presented to the Environmental Policy Commission or the Planning Commission.

b) *Construction Staging in Public Right-of-Way (Condition #105)*

The applicant has requested the following specific change to Condition #105 in the staff report:

No major construction staging shall be allowed within the public right-of-way without permit or as approved by T&ES with the Construction Management Plan. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities.

Staff instead supports a modified version of the applicant's proposal to revise Condition #105 that would read as follows:

No ~~major~~ construction staging shall be allowed within the public right-of-way without a T&ES permit. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities.

Staff understands that the applicant's concern with the original condition language is that its wording would preclude the option of obtaining approval of a T&ES permit to allow construction staging in the public right-of-way. Historically, staff has not read the condition in question, which is a "standard" condition, as precluding any applicant from availing itself of such an option as may be allowed with T&ES permit approval, under certain circumstances, throughout the City. Nonetheless, staff recommends its revision of this condition to remove the ambiguity that the applicant has raised, but without the option of potentially approving such construction staging as part of the Construction Management Plan (which is a part of the Final Site Plan.) T&ES does not approve construction staging in the public right-of-way as part of Construction Management Plans for any applicants in the City and does not believe such special permission should be granted in this case.

2. Resident Concerns (Stonegate Community)

Staff has also received five letters/emails, one from the Stonegate Association, and four from confirmed or presumed individuals living in the Stonegate community. The letters express concerns about the Newport Village project that may be generally divided into the following categories: a) the lack of proper noticing to the community; b) concerns about the increase in density; c) traffic concerns; and d) concerns about insufficient parking and the requested parking reduction. Staff would like to provide responses to the Planning Commission regarding each of these matters.

a) *Noticing to the Community*

Summary of Concern:

Certain letters have stated that the Stonegate community has not been informed of the project in a timely manner.

Staff Response:

The applicant fulfilled requirements listed in the Zoning Ordinance to post placards at the site and to provide written notice to properties immediately abutting the property at 4898 West Braddock Road within specified timeframes, which were November 2020 and mid/late January

2021, respectively. According to the information it provided to the City, the applicant included written notice to both the Stonegate Foundation and the Stonegate Mews Owners Association. In addition, the applicant hosted virtual meetings with the greater community - and sent letters or emailed nearby associations in advance of those meetings - which occurred in both March 2020 and July 2020. According to the applicant's records, several nearby communities were notified of these meetings, including the Stonegate community.

b) Increased Density

Summary of Concern: The density being sought in connection with this project is too great of an increase in this area, particularly one that includes residential townhouses.

Staff Response: Staff recognizes that the Master Plan Amendments and the rezoning would allow for an increase in density at this site. It also acknowledges that existing densities are lower further to the south along West Braddock Road near the Stonegate community. However, the project site for the current request is not the entirety of the 4898 West Braddock Road property but a smaller portion near the intersection of North Beauregard and West Braddock Road, one of the points of Newport Village farthest from the lower densities found to the south. Staff believes that an increase in density here is appropriate given existing transit options, the urban planning principle of concentrating density near existing and future transit, and the presence of other larger-scale residential and institutional buildings nearby, particularly to the northeast and southwest along North Beauregard Street.

c) Potential for Increased Traffic

Summary of Concern: The project would have a large and negative impact on traffic in the vicinity of North Beauregard Street and West Braddock Road.

Staff Response: As noted in the staff report, staff has reviewed the traffic study commissioned by the applicant through its private traffic consultant. The study revealed that adequate levels of service would be maintained in the area studied, which included six intersections in the vicinity. The closure of the slip lanes at North Beauregard Street and West Braddock Road may result in slightly longer queuing times at that intersection's traffic signal; however, staff believes that this is an acceptable trade-off for the increased pedestrian safety that would result from the closure.

d) Parking Concerns

Summary of Concern: The amount of parking provided with the project is insufficient given the requested parking reduction and would negatively affect the surrounding area.

Staff Response: The City established parking requirements for multifamily buildings in 2016 through an in-depth community process and based on data collection of parking in Alexandria and peer jurisdictions. These requirements allow reductions for certain site characteristics like being near transit or in a walkable area. This development is eligible for a 5% reduction in compliance with the Zoning Ordinance for being within a quarter mile of at least 4 bus routes, and they are applying this reduction. The development requested to have an additional 10%

reduction as is consistent with developments near Metro stops and existing Bus Rapid Transit (BRT) stops. As design for the West End Transitway BRT will begin this year, and a BRT station is planned on the development's site frontage, staff believes that this additional reduction, which presently requires Special Use Permit (SUP) approval, would be appropriate for this project. Staff believes that the amount of parking provided with the development is appropriate given the multimodal network that is anticipated in this area which is supported by the BRT project, local buses, the planned bicycle/pedestrian trail along N. Beauregard Street, the planned bikeshare station, and an overall expansion of bikeshare in the West End of the City.

re: Planning Commission - Support for 4898 West Braddock Road

Ross Cavanaugh <rosscava@gmail.com>

Tue 2/2/2021 7:21 PM

To: PlanComm <PlanComm@alexandriava.gov>

Hello,

I wanted to express my support for the proposed property to be built at 4898 West Braddock Road - Newport Village. I am a homeowner very close to the proposed site - I have been made aware that you will be receiving a letter from my HOA suggesting that our entire community does not support this property. This letter does not speak for all residents of the HOA. The area where this property is proposed is in desperate need of revitalization. A new property including retail is a great start. Just look at the success of the new Array West Alex building. The huge number of patrons I see going in and out of the Sushi Jin and Silver Diner is an amazing positive for the area. The letter you receive from my HOA will mention that since we are not near a metro, we shouldn't be a walkable area. I strongly disagree. Shirlington Village which is very close to 4898 West Braddock has no metro, yet very walkable and bustling with successful restaurants. There is such opportunity for the area right now with Amazon HQ2 to the North, the new Landmark to the South, and the emergence of the West End Transitway. In my opinion, the proposed property is exactly what was expected with the building of the West End Transitway. There will be some valid concerns in the letter from my HOA. I do think parking is an issue and hopefully a compromise can be reached in that regard. I sincerely hope the plan is approved, it is time for some progress in this part of Alexandria.