

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

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Application	General Data	
<b>Project Name:</b> Braddock West	PC Hearing:	December 1, 2020
	CC Hearing:	March 13, 2021 <sup>1</sup>
	If approved, DSUP Expiration:	March 13, 2024
	Plan Acreage:	0.95 acres (41,398 SF)
<b>Location:</b> 1352-1362 Madison Street 711-727 N. West Street 1319-1329 Wythe Street	Current Zone:	RB/Townhouse
	Proposed Zone	OCH/Office Commercial High
	Proposed Use:	Multi-Family residential with ground-floor commercial and private club
	Dwelling Units:	180
	Gross Floor Area:	179,951 square feet
<b>Applicant:</b> West Street Acquisitions, LLC, represented by Jonathan Rak, Attorney; and the City of Alexandria (portions of the Master Plan Amendment only)	Small Area Plan:	Braddock Metro Neighborhood Plan, Braddock East Master Plan, Braddock Road Metro Station Small Area Plan
	Green Building:	Compliance with City's 2019 Green Building Policy

Purpose of Application
Consideration of a request to construct a 180-unit multifamily residential building with ground-floor commercial and private or fraternal club on the site of single-family and two-family houses.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> <li>1. Amendments to the Braddock Road Metro Station Small Area Plan Chapter of the Master Plan through updates to the Development Site Map, Development and Land Use tables in the Braddock Metro Neighborhood Plan Overlay, and the Development Framework Map and Land Use and Development tables in the Braddock East Master Plan Overlay</li> <li>2. Rezoning from RB to OCH</li> <li>3. Development special use permit and site plan</li> <li>4. Special use permit to increase the floor area ratio to 3.0 in the OCH zone</li> <li>5. Special use permit for bonus density and height for the provision of affordable housing</li> <li>6. Special use permit for a parking reduction for residential and commercial uses</li> <li>7. Special use permit for retail shopping or personal service establishments on a lot which does not include office buildings</li> <li>8. Special use permit for a fraternal or private club</li> </ol>

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<sup>1</sup> The applicant requested deferrals from the December 2020, January 2021 and February 2021 City Council hearings.



9. Special use permit for a transportation management plan (tier two)
10. Vacation of two public alleys serving the site
11. Site plan modifications for crown coverage and zone transition line setback

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:**

Karl Moritz, Director, Planning & Zoning	<a href="mailto:karl.moritz@alexandriava.gov">karl.moritz@alexandriava.gov</a>
Robert M. Kerns, AICP, Chief of Development	<a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a>
Catherine Miliaras, AICP, Principal Planner	<a href="mailto:catherine.miliaras@alexandriava.gov">catherine.miliaras@alexandriava.gov</a>
Michael Swidrak, AICP, Urban Planner	<a href="mailto:michael.swidrak@alexandriava.gov">michael.swidrak@alexandriava.gov</a>

**PLANNING COMMISSION ACTION, DECEMBER 1, 2020:**

On a motion by Vice Chair McMahon, seconded by Commissioner Koenig, the Planning Commission voted to adopt a resolution to recommend approval of Master Plan Amendment #2020-00008. The motion carried on a vote of 6 to 1, with Commissioner Brown voting against.

On a motion by Vice Chair McMahon, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Rezoning #2020-00004. The motion carried on a vote of 6 to 1, with Commissioner Brown voting against.

On a motion by Vice Chair McMahon, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Development Special Use Permit #2020-10027, TMP SUP #2020-00076 and VAC #2020-00004. The motion carried on a vote of 6 to 1, with Commissioner Brown voting against.

Reason: The Planning Commission agreed with the staff analysis.

Chair Macek asked staff to respond to applicant requests to provide City incentives for the construction of the Potomac Yard Trunk Sewer (PYTS) and reduction of the Braddock Community Amenities and Open Space Fund contributions. The Director of Planning and Zoning responded that the applicant request for City reimbursements for sewer construction beyond credits to the sewer tap fee would be “conditioning the City” to provide monetary contributions to the applicant in the conditions of approval. Staff noted that the applicant was aware that the Braddock Metro Neighborhood Plan (BMNP) required connection to the PYTS as early as 2017, when the applicant submitted an initial concept plan for the redevelopment of the site with Andrew Adkins (jointly with ARHA) in 2017 and received comments from the City. Staff added that it is the additional work to connect other adjacent sites to the PYTS connection to be constructed by the applicant that will allow for the City to provide sewer tap fee credits to the applicant as outlined in the conditions of approval. Staff also noted that connecting to the PYTS is a benefit for the applicant, as the Commonwealth Interceptor (the existing sewer connection in the area) has no available capacity and the PYTS has sewer outfall capacity for the applicant.

The Director responded to the Braddock contributions request by stating that City Council has not approved the application of applying the contribution rate to bonus density sought through the use of Section 7-700, but there have been no cases where the applicant has not provided the



full contributions based on the “base density” amount, including when there is a Master Plan amendment for an increase (which in this case is from 2.5 to 3.0 FAR). Staff added that the increase of the contribution amount based on a 3.0 FAR are meant to offset the impacts of a greater amount of development from the 2.5 FAR originally envisioned.

Commissioner Lyle praised the project, and noted she was uncomfortable with adjusting applicant contribution amounts, as that is the purview of City Council. Vice Chair McMahon agreed with Commissioner Lyle’s statement, adding that she understood the magnitude of the proposed contributions compared to the relatively small project and wanted the contribution amounts to be fair. The Vice Chair also praised the overall project that will enhance the area around the Metrorail Station, also noting that the City requirement that the applicant connect to the PYTS is based on sound planning principles. Commissioner Koenig added that the applicant provided exemplary outreach to the community on the proposal.

Commissioner Brown noted that he could not support the proposal based on the Master Plan amendments and rezoning to OCH that is not in Master Plan. The Commissioner noted his disapproval of Master Plan amendments to increase the agreed-upon FAR for a site without wider community outreach prior to the submittal of a site plan. Commissioner Brown added that rezoning to OCH instead of CDD as recommended in the plan means the applicant is eschewing a coordinated development effort with ARHA of the block shared between the site and Andrew Adkins. The Commissioner had concerns about a lack of development between the applicant and ARHA and wanted to know more information on why the original agreement between the applicant and ARHA fell through. Chair Macek responded to Commissioner Brown by arguing that market conditions often necessitate changes in the development program recommended in small area plans, and that the proposal was as consistent with the Master Plan as it could be based on the splitting of the site with the Andrew Adkins development block.

Commissioners showed no objection with the condition amendments to conditions 65, 77 and 78 proposed by staff, but inadvertently did not include the condition amendments in the motion to recommend approval of the DSUP.

Speakers:

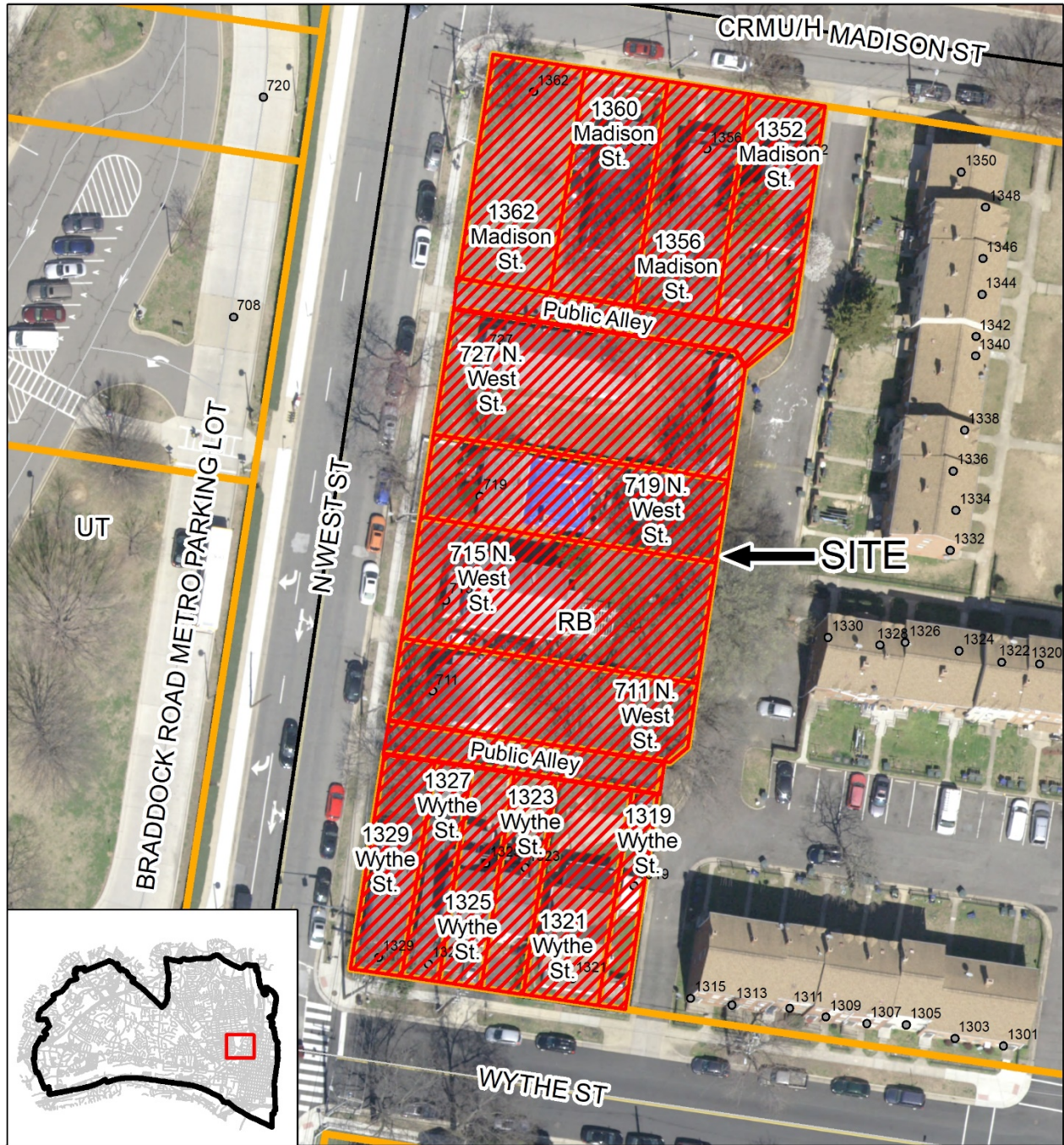
Jonathan Rak, representing the applicant, spoke in support of the project. Mr. Rak noted that the development will provide benefits to the neighborhood but focused on two specific costs that the applicant argued are a significant burden on the project. First, Mr. Rak discussed the need for additional relief from the City (potentially above the sewer tap fee reimbursement) for the connection to the Potomac Yard Trunk Sewer. Mr. Rak also requested that the applicant contribute to the Braddock Community Amenities and Open Space funds based on the 2.5 FAR density maximum that is in the existing BEMP Development Table, instead of the 3.0 FAR requested by the applicant and included in the Master Plan Amendment. The applicant is also providing two on-site affordable housing units for the increase in density from 2.5 to 3.0, and argued that the affordable housing contribution (based on 10% of the density and not yet an approved housing contribution policy as noted by Vice Chair McMahon) was a sufficient contribution for the increase in density.



John Dameron, also speaking on behalf of the applicant, spoke in support of the project. Mr. Dameron added to Mr. Rak's discussion of the project benefits and the need for a reduction in project costs and contributions, citing the sewer connection costs of previous developments in the Braddock neighborhood at the time of construction and occupancy, and outlining the applicant-proposed amendment to Condition 69 that would outline cost-sharing between the City and applicant for connection to the Potomac Yard Trunk Sewer.

John Craig, a resident of the Braddock neighborhood, noted his concerns with the project. Mr. Craig noted that the intersection of Braddock Road and N. West Street is subject to a significant amount of flooding which has been documented by the City and that it should be a high priority to mitigate before new development is approved in the vicinity. Specifically, Mr. Craig asked for improvements to the intersection and additional stormwater outfall infrastructure before the development is approved, noting concerns the development would exacerbate the existing situation. In response to Mr. Craig's concerns, staff outlined how the development would help to mitigate on-site stormwater runoff and the future process for addressing stormwater impacts in the vicinity. Regarding the proposed development, staff discussed the applicant's measures to address stormwater impacts, including the inclusion of an on-site stormwater vault, the conditioned requirement that the applicant reduce on-site stormwater runoff to 70 percent of current levels (as opposed to 90 percent as generally conditioned for DSUP projects) and ensure the development would not negatively impact the adjacent area in the case of a 100-year storm event. Staff addressed the needed improvements to the Braddock Road, N. West and Wythe streets intersection, noting that the City of Alexandria Storm Sewer Capacity Analysis (CASSCA) designated the intersection for stormwater improvements. The City estimates that the cost of the improvements is approximately \$9 million and would need to be added to the City's Capital Improvement Program. Staff added that the project connecting to the PYTS will also improve conditions in the area related to sanitary sewer backups.





Master Plan Amendment #2020-00008; Rezoning #2020-00004;  
 Development Special Use Permit #2020-10027; Transportation Management  
 Plan Special Use Permit #2020-00076; Vacation #2020-00004  
 1352, 1356, 1360, and 1362 Madison Street;  
 711, 715, 719, and 727 North West Street;  
 1319, 1321, 1323, 1325, 1327, and 1329 Wythe Street



0 25 50 100 Feet

PROJECT LOCATION MAP



## **I. SUMMARY**

### ***Recommendation***

Staff recommends **approval** of the request of West Street Acquisitions, LLC (“the applicant”) for a Development Special Use Permit and associated applications to construct a seven-story multi-family building with 180 residential units including ground-floor “retail-ready” units, underground parking, and ground-floor commercial space. This development is consistent with the principles of the Braddock Metro Neighborhood Plan (BMNP) and provides a number of benefits for the City and the surrounding community, including:

- Construction of a mixed-use building designed with high quality architectural elements and materials that provides neighborhood-serving commercial use(s);
- Densification of a site adjacent to the Braddock Road Metrorail Station, providing additional residents of market-rate and affordable units direct access to transit;
- A building in compliance with the City’s 2019 Green Building Policy;
- Open space, including a publicly accessible plaza and ground-level and rooftop open space for tenants;
- Streetscape improvements including widened sidewalks and new street trees and tree wells along each of the three street frontages and a mid-block crosswalk across N. West Street toward the Metrorail Station;
- Improvements to mitigate stormwater and flooding impacts and provide sewer improvements consistent with the recommendations of the BMNP;
- Monetary contributions of approximately \$97,500 to the Braddock Community Amenities Fund and \$635,000 to the Braddock Open Space Fund;
- A \$20,000 contribution towards the City’s Capital Bikeshare Fund;
- A voluntary contribution of \$531,927 to the affordable Housing Trust Fund and 14 dedicated affordable dwelling units;
- Vacation of two public alleys, providing a monetary contribution to the City Open Space Fund; and
- A contribution to the public arts fund of at least \$53,985.

### ***General Project Description***

The applicant proposes to develop the property with a seven-story mixed-used building consisting of 180 multifamily residential units (including 14 affordable units). The proposal also includes a 1,500 square-foot publicly accessible plaza at the corner of N. West and Wythe streets, ground-level commercial space including some flex or live-work units, one level of below-grade parking accessed from Madison Street, and a loading space accessed from Wythe Street. Approximately 16,000 square feet of new open space is created with the project, including a publicly accessible



plaza, a private ground-level internal courtyard and rooftop amenity space to serve the residents of the building.

The proposed building is approximately 322 feet long and has frontages on Wythe, N. West and Madison streets. The primary core of the building is 85 feet in height. The building includes shoulders at the northern and southern ends (consistent with the BMNP) and a proposed shade structure at the northern portion of the rooftop bringing the building height to a maximum 95 feet. The primary building entrance is on N. West Street, across from a mid-block crosswalk to the Metrorail Station proposed with this DSUP application.

The following approvals are requested with this project:

- Amendments to the Braddock Road Metro Station Small Area Plan Chapter of the Master Plan through updates to the Development Site Map, Development and Land Use tables in the Braddock Metro Neighborhood Plan Overlay, and the Development Framework Map and Land Use and Development tables in the Braddock East Master Plan Overlay<sup>2</sup>;
- A Map Amendment to amend the zoning from RB to OCH;
- A Development Special Use Permit (DSUP) with site plan to construct a multifamily residential building with ground-floor retail, including:
  - A Special Use Permit to increase the maximum permitted floor area ratio to 3.0 in the OCH zone;
  - A Special Use Permit for bonus density and height up to 30 percent (in this case, 3.71 FAR) for the provision of affordable housing;
  - A Special Use Permit for a parking reduction for residential and commercial uses;
  - A Special Use Permit for retail shopping or personal service establishments on a lot which does not include office buildings;
  - A Special Use Permit for a fraternal or private club;
  - Site Plan Modifications for the crown coverage and zone transition line setback at the eastern property line;
- A Vacation of two public alleys within the proposed site area; and
- A Transportation Management Plan (TMP) Special Use Permit (tier two).

## **II. BACKGROUND**

### ***A. Site Context***

The project site is located at 727 N. West Street with approximately 0.95 acres (41,398 square feet) proposed with the consolidation of 14 parcels and vacation of two public alleys within the

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<sup>2</sup> The City of Alexandria is considered the applicant for portions of the Master Plan Amendment request.



Braddock Metro Neighborhood Plan area. It is currently bounded by Wythe Street to the south, N. West Street to the west and Madison Street to the north. To the east is the Andrew Adkins property owned by the Alexandria Housing and Redevelopment Authority (ARHA) which includes a private alley with an ingress/egress easement for the properties in the Braddock West site. Immediately to the west is the Braddock Road Metro Station. Both the Andrew Adkins site and the parking lot at the Braddock Road Metro Station are planned for future redevelopment. The site's topography is generally flat with no significant vegetation and an extensive amount of impervious surface area. Four curb cuts, in addition to the two public alleys, currently serve the site.

The project site is currently occupied by 10 modest one- and two-story frame or brick dwellings and associated outbuildings. One lot, at 1362 Madison (corner of N. West and Madison streets) is currently vacant. The project site is located within the Uptown/Parker-Gray National Register District. The houses located at 711, 719 and 727 North West Street, 1354-1356 Madison Street, and 1321 and 1329 Wythe Street are all considered *contributing* resources to the National Register Historic District. The sheds in the yards of 727 North West, 1321 Wythe, and 1329 Wythe are also considered *contributing* resources. The project area encompasses the majority of the remaining vestiges of the African American community known as Black, or Colored, Rosemont, settled in the late nineteenth century. According to historic maps the 700 block of N. West Street remained undeveloped and relatively rural until after the Civil War. By the 1870s George and John Seaton owned the entire block aside from a lot owned by Michael Weeden on the west side of N. Payne St. (and not within the project area). By 1927 the entire project area continued to remain vacant. Ten years later, by 1937, much of the 700 block had been built out and contained at least eight single-family homes within the project area. One of those homes, 727 N. West St., may have served as informal lodging for African American travelers coming through Alexandria though it was never listed in the Green Book. Built by members of the Dundas family, the property at 727 N. West St. remained in the family until the 1960s. Over a 30-year period of time the Dundas family hosted visitors and boarders in a row of bungalows in the backyard of the lot. The bungalows are still standing. Several of the existing structures date to the second quarter of the 20<sup>th</sup> century. Most of the buildings associated with this historic African American community, including the Parker-Gray High School located on Madison Street, have been demolished. The Braddock Road Metro Station opened in 1984.

### ***B. Detailed Project Description***

The applicant proposes a seven-story multifamily building with 180 residential units, 1,500 square feet of retail at the corner of Wythe and N. West streets, 10,000 square feet area on the ground-floor for flex units that can be combined in various configurations for commercial or residential units, underground parking, and 16,400 square feet of open space, including 9,200 square feet at grade split between a publicly accessible plaza and private internal courtyard with the remaining on terraces and the rooftop. The combined retail and ground-floor flex spaces total approximately 11,560 square feet. The overall net floor area of the building is 153,502 square feet, exclusive of parking. The applicant proposes to provide 14 set-aside affordable rental units, with the unit mix to be relational to the overall building unit mix.



The building is designed with a contemporary architectural vocabulary and reads as two distinct building forms, separated by the main residential entrance on N. West Street. The building creates a streetwall with the two-story shoulders forming the base. The building is set back from the property lines on all street-facing elevations. On Wythe Street, the building is set back approximately 15 feet from the property line and up to 26 feet at the plaza. The West Street elevation is set back 4 feet at the south, 10 feet at the north and 16 feet at the entrance. On Madison Street, the building is set back 16 feet. All of these setback areas are proposed to provide access to the commercial or “retail-ready” (flex) spaces and function as an extension of the public realm with specialty paving and planted beds. The plaza space will also include raised plant beds with integral seating and other placemaking elements. Staff recommends that these open spaces on the street-facing frontages all have public access easements.

The below-grade parking garage provides a total of 108 parking spaces with access provided from Madison Street. A loading zone and trash pick-up area is provided adjacent to the garage entry on the southern side of the building, accessed via the private alley on the ARHA Andrew Adkins property. Beyond the setback areas described above, the building includes an internal courtyard and private patios at grade as well as outdoor terraces and rooftop open space. The internal courtyard is adjacent to the transformers and the shared private alley on the Andrew Adkins site. The design and project development has taken into account the future redevelopment of the Andrew Adkins site.

Bulb-outs are provided at both street corners as well as the mid-block crossing. 17 street trees, including maple, willow and red oak, locust and sycamore varieties, and tree wells are evenly distributed among the three street frontages, as well as pedestrian scaled lighting and widened sidewalks.

### III. ZONING

*Table 1 – Zoning Tabulations*

<b>Property Address:</b>	727 N. West Street (primary address)	
<b>Total Site Area:</b>	41,398 SF (0.95 acres)	
<b>Existing Zone:</b>	RB/Townhouse	
<b>Proposed Zone:</b>	OCH/Office Commercial High	
<b>Current Use:</b>	Single-family and two-family residential	
<b>Proposed Use:</b>	Multifamily Residential, retail, fraternal club	
	<b>Permitted/Required</b>	<b>Proposed/Provided</b>
<b>FAR:</b>	3.0 with SUP	3.71, including up to 30% density bonus for affordable housing (Section 7-700)
<b>Height:</b>	50-70 feet (per BMNP); 100 feet (OCH zone)	95 feet <sup>3, 4</sup>

<sup>3</sup> Applicant utilizing bonus height up to 25 feet per Zoning Ordinance Section 7-700 density bonus for the provision of affordable housing.

<sup>4</sup> Building height will not exceed 85 feet at the roof line. The applicant has proposed a fixed shade structure for the rooftop open space area that count toward building height, adding up to 10 feet.



<b>Open Space:</b>	16,559 SF (40%)	9,200 SF (ground-level; private/public) 7,200 SF (above-grade; private) Total: 16,400 SF (39.6%) <sup>5</sup> – Preliminary Plan 16,559 SF (40%) – Final Site Plan
<b>Crown Coverage:</b>	10,350 SF (25%)	6,815 SF (16.5%) <sup>6</sup>
<b>Residential Parking:</b>	149 spaces (minimum) <sup>7</sup> 192 spaces (maximum) <sup>8</sup>	108 spaces <sup>9</sup>
<b>Loading spaces:</b>	1 space (for retail)	1 space

## IV. STAFF ANALYSIS

### *A. Conformance to the City Master Plan*

The site is included within the Braddock Metro Neighborhood Plan (BMNP) and Braddock East Master Plan (BEMP) overlay boundaries and is part of the identified *Redevelopment Site 14 – Andrew Adkins Public Housing Site*. The proposed project is specifically located on the western portion of the redevelopment site fronting N. West Street, directly across from the Braddock Road Metrorail Station. The BMNP and BEMP are overlays to the Braddock Road Metro Station Small Area Plan, adopted by City Council in 1992.

The proposed development is consistent with the goals and guidelines set forth in the BMNP and BEMP. The BMNP sets out a series of recommendations based on seven guiding principles: 1) Create a sense of place/neighborhood identity, vitality and diversity; 2) Provide walkable neighborhoods that are also secure and feel safe; 3) Establish a variety of community serving, usable open spaces; 4) Encourage community-serving retail and services; 5) Promote mixed-income housing and follow an inclusive process to deconcentrate public housing; 6) Manage multi-modal transportation, parking and road infrastructure; and 7) Achieve varying and transitional heights and scales. The BEMP is an amendment to the BMNP intended primarily to expand upon the fifth principle – to promote mixed-income housing through the redevelopment of the existing public housing sites in the planning area.

Both plans recommend that *Redevelopment Site 14* be redeveloped into a mixed-use, mixed-income development that “blends public housing, market-rate and affordable ownership units”

<sup>5</sup> The applicant has shown an amount of open space on the Preliminary Plan that is slightly short of 40 percent. The applicant will be required meet and/or exceed the open space requirement on the Final Site Plan and is not requesting a modification. The applicant has indicated on the Preliminary Plan that the additional open space will be provided on the building rooftop.

<sup>6</sup> Site plan modification requested.

<sup>7</sup> Minimum includes reduced optional parking ratio for the 14 affordable dwelling units. The minimum requirement would otherwise be 150 spaces as currently configured with ground-floor commercial and flex-residential units. The tabulation is based on the currently proposed arrangement of ground-floor commercial and residential spaces. See the Special Use Permits section below for additional discussion.

<sup>8</sup> Takes into account proposed configuration of ground-floor commercial and flex-residential units.

<sup>9</sup> Parking reduction SUP requested. For discussion of commercial parking requirements, see the parking portion of the Special Use Permits section below.



with retail, office and/or a hotel use. The Alexandria Redevelopment Housing Authority (ARHA) is undergoing a process of preparing a revised redevelopment strategy for five of its sites, including Andrew Adkins, to reposition them as sustainable and inclusive mixed-income communities that return all existing affordable units to the sites. While ARHA is conducting this planning effort, the portion of *Redevelopment Site 14* currently under review is moving forward with consideration to the future redevelopment of the Andrew Adkins community. The applicant has coordinated with City staff and ARHA on site design and layout issues that affect both the Braddock West and Andrew Adkins sites (see Parking and Transportation section below).

As proposed, the residential unit mix of this portion of the site, with market-rate and affordable units, serves to meet the intent for *Redevelopment Site 14*. The plans also recommend that *Redevelopment Site 14* be divided into two blocks by extending N. Payne Street from Wythe Street to Madison Street to reestablish a more walkable grid system of neighborhood blocks, connecting residents with parks and open spaces and with the community as a whole. This recommendation is anticipated to be addressed during the Andrew Adkins community redevelopment.

As this portion of *Redevelopment Site 14* is in close proximity to the Braddock Road Metrorail Station, the BMNP and BEMP recommend higher density development in addition to increased height on the western edge fronting N. West Street, with a design that considers the context and scale of the surrounding area – all of which is addressed with the current proposal. The plans also recommend ground-floor retail at the street level along N. West Street and Madison Street, identified “walking streets” in the plans, which this proposal meets by accommodating space for neighborhood-serving retail and allowing for flexibility in the building design to respond to future retail and office demand.

The proposal enhances the public realm and adheres to the plans’ recommendations pertaining to “walking streets” through its provision of a plaza on the southern corner of the site adjacent to the dedicated commercial space, wide sidewalks, increased tree canopy, onsite open space for its residents and an enhanced pedestrian crossing from the site across N. West Street to the Metrorail Station – all of which support the plans’ recommendation to increase walkability and connectivity in the neighborhood.

Staff finds that this proposal serves to activate the area as intended by the BMNP and BEMP and advances the principles of the plans. Principles of the BMNP that are advanced with this proposal include:

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

This development proposal includes mixed-use development in a prominent block-long location adjacent to the Braddock Road Metrorail Station. The building provides improvements to its three street frontages with wider, landscaped sidewalks and active building frontages with separate entrances. The proposal provides flexibility for the conversion of ground-floor residential units to commercial spaces for additional-neighborhood serving retail, restaurant or personal service uses. The proposal includes 14 affordable multifamily units, ensuring the development will provide opportunities for households with a range of incomes to reside in the neighborhood.



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

The site design and proposed improvements to the public realm have been designed with elements that provide safe, walkable streetscapes around the perimeter of the site. All three streets fronting the site are “walking streets” and the applicant has proposed both pedestrian improvements as well as a building design that encourages an enhanced pedestrian experience. The applicant is providing a minimum sidewalk width of 8 feet on Madison and Wythe streets and 7.5 feet on N. West Street. Ten-foot-wide crosswalks and bulb-outs are also provided crossing both N. West Street and Wythe Street. Dominion LED streetlights, consistent with the BMNP, are proposed along each frontage and curb ramp improvements are proposed at each corner to facilitate safe, accessible circulation for people of all abilities.

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

The applicant proposes a building that fits into the urban context of this portion of the Braddock neighborhood and expands the public realm with an approximately 1,500 square-foot publicly accessible plaza at the southern end of the site. Additionally, the applicant has agreed to voluntarily pay \$97,494 in 2020 dollars to the Braddock Community Amenities Fund and approximately \$634,436 in 2020 dollars to the Braddock Open Space Fund to implement this larger neighborhood park in lieu of further on-site open space.

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

The applicant is proposing a 1,500 square-foot commercial space adjacent to the plaza at the southern end of the building with seating. In addition to the dedicated commercial space are 11 ground-floor flex units that are “retail-ready,” and can provide up to approximately 10,000 square feet of additional commercial space in the future in a number of configurations. The retail-ready units have been designed with large storefront systems, canopies and multiple points of entry to allow for transition to successful commercial spaces in the future as market demands allow.

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

The proposed building will provide 180 units of transit-adjacent multifamily housing, encouraging multimodal transportation use at the Braddock Road Metrorail Station and adjacent bus stops. The project will be required to participate in a Transportation Management Plan (TMP) and will be contributing to the City’s TMP fund, as will be discussed in Special Use Permits Section of the report.

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

The applicant has provided a variety of building heights by providing two two-story building shoulders at each end of the building with depths that are consistent with the recommendations for building stepbacks adjacent to “walking streets.”



### **The Braddock Metro Neighborhood Plan Developer Contributions**

The Braddock Metro Neighborhood Plan established a developer contribution policy to fund open space and other community improvements to mitigate the impacts of development. The developer contribution rate, established by City Council in 2009, was based on the total cost of community improvements anticipated divided by the total gross square footage anticipated on the redevelopment sites and are intended to offset the impacts of increased density on the neighborhood. Since that time, developer contributions to the Braddock Open Space and Community Amenities Funds have paid for the interim public open space at 600 N. Henry Street (a first step toward achieving the long-term Plan goal for a one-acre park on that block), streetscape improvements on Fayette Street between Queen and Oronoco streets, and support for local retail in the Braddock area during the pandemic through Alexandria Economic Development Partnership’s “Alexandria Back to Business” grant program.

Consistent with City policy and practice, staff recommends that the applicant of 727 N. West Street pay the developer contribution on the total gross square footage of the proposed project, excluding that achieved through the bonus density achieved through the use of Section 7-700 for the provision of affordable housing. The estimated amount of developer contribution is approximately \$97,500 in 2020 dollars to the Braddock Community Amenities Fund and approximately \$635,000 in 2020 dollars to the Braddock Open Space Fund based upon the current CPI-U for the Washington Metropolitan Area, which will be recalculated at the time of the project’s first certificate of occupancy.

### ***B. Master Plan Amendment***

This proposal requires amendments to the Braddock Road Metro Station Small Area Plan Chapter of the Master Plan through updates to the Development Site Map, Development and Land Use tables in the BMNP, and the Development Framework Map and Land Use and Development tables in the BEMP.

The amendments are required to reflect the applicant’s proposed rezoning of this portion of the redevelopment site (Site 14 in the BMNP) from CDD to OCH and proposed change in the associated base density level from 2.5 to 3.0. In addition, staff is proposing amendments to the respective tables for clarity. Staff supports the applicant’s request for this Master Plan Amendment as it is consistent with the City’s priority of increasing density and affordable housing within proximity to Metro and, as previously discussed, the proposal is consistent with the principles outlined in the BMNP and BEMP.

To accurately reflect the proposed changes for this property identified as *Redevelopment Site 14 – Andrew Adkins Public Housing Site*, the BMNP and BEMP Development and Land Use tables and the BMNP Development Sites Map have been revised to reflect *Redevelopment Site 14A (1352-1362 Madison Street, 711-727 N. West Street, 1319-1329 Wythe Street)* and *Redevelopment Site 14B (ARHA Andrew Adkins Site)*. The development and land use information for *Redevelopment Site 14A* is listed proportionally to the original totals for Site 14. Only the development and land



use information as it relates to *Redevelopment Site 14A* (the subject property) will change to reflect the rezoning and associated density requested with the current application.

**Figure 1 –BMNP Development Table (pg. 97)\***

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

Site	Character Area	EXISTING PARCEL							PROPOSED DEVELOPMENT		
		Parcel Area		Existing Develop-ment	Current Zoning	Current Allow-able F.A.R. <sup>(1)</sup>	Current Allow-able Height <sup>(1)</sup>	Current Allowable Develop-ment <sup>(1)</sup>	Total Develop-ment	Propos- ed FAR	Proposed Max Height
		SF	ACRES	SF			FEET	SF	SF		FEET
<del>14</del>	<del>Andrew Adkins Public Housing Site</del>	<del>175,000 <sup>(5)</sup></del>	<del>4.02</del>	<del>148,000</del>	<del>RB</del>	<del>0.75</del>	<del>45</del>	<del>131,000</del>	<del>350,000 to 525,000</del>	<del>TBD</del>	<del>TBD</del>
<u>14A</u>	<u>Braddock West</u>	<u>41,398</u>	<u>0.95</u>	<u>11,606 <sup>5</sup></u>	<u>RB</u>	<u>0.75</u>	<u>45</u>	<u>31,049</u>	<u>124,194 <sup>10</sup></u>	<u>Refer to BEMP</u>	<u>Refer to BEMP</u>
<del>14B</del>	<del>Andrew Adkins Public Housing Site</del>	<del>133,602</del>	<del>3.07</del>	<del>98,000 <sup>5</sup></del>	<del>RB</del>	<del>0.75</del>	<del>45</del>	<del>100,202</del>	<del>225,806- 400,806</del>	<del>Refer to BEMP</del>	<del>Refer to BEMP</del>

\*Table is cropped to illustrate revisions to information associated with Site #14 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

**Figure 2 –BMNP Land Use Table (pg. 98)\***

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

SITE	CHARACTER AREA							
		PARCEL AREA		EXISTING DEVELOP-MENT	CURRENT ZONING	RECOMMEND-ED ZONING	REQUIRED LAND USE	PREFERRED LAND USE (1)
		SF	ACRES	SF				
<del>14</del>	<del>Andrew Adkins Public</del>	<del>175,000 <sup>(2)</sup></del>	<del>4.02</del>	<del>148,000</del>	<del>RB</del>	<del>CDD</del>	<del>TBD</del>	<del>TBD</del>
<u>14A</u>	<u>Braddock West</u>	<u>41,398 <sup>3</sup></u>	<u>0.95</u>	<u>11,606</u>	<u>RB</u>	<u>OCH</u>	<u>Refer to BEMP</u>	<u>Refer to BEMP</u>
<del>14B</del>	<del>Andrew Adkins Public</del>	<del>133,602 <sup>3</sup></del>	<del>3.07</del>	<del>98,000</del>	<del>RB</del>	<del>CDD</del>	<del>Refer to BEMP</del>	<del>Refer to BEMP</del>

\*Table is cropped to illustrate revisions to information associated with Site #14 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

**Figure 3 – BEMP Land Use Table (pg. 37)\***

Items shown with a ~~strike through~~ will be revised to the underlined item



Site	Parcel Area		Existing Development	Current Zoning	Recommended Zoning	Required Land Use	Preferred Land Use
	SF	Acres	SF				
Andrew Adkins <sup>(1)</sup>	196,000	4.50	148,000	RB	CDD	GF Retail	Residential, Hotel, Office
Braddock West <sup>(1)</sup> 1352-1362 Madison Street, 711-727 N. West Street, 1319-1329 Wythe Street	41,398	0.95	11,606	RB	OCH	GF Retail	Residential, Hotel and/or Office
Andrew Adkins Public Housing Site <sup>(1)</sup>	133,602	3.07	98,000	RB	CDD	GF Retail	Residential, Hotel and/or Office

(1) Based on a 175,000 sf site area net of Payne Street extension for consistency with the BMNP Land Use and Development Tables

\*Table is cropped to illustrate revisions to information associated with the site for purposes of this report only. The actual table within the BEMP will represent all sites.

**Figure 4 – BEMP Development Framework Table (pg. 47)\***

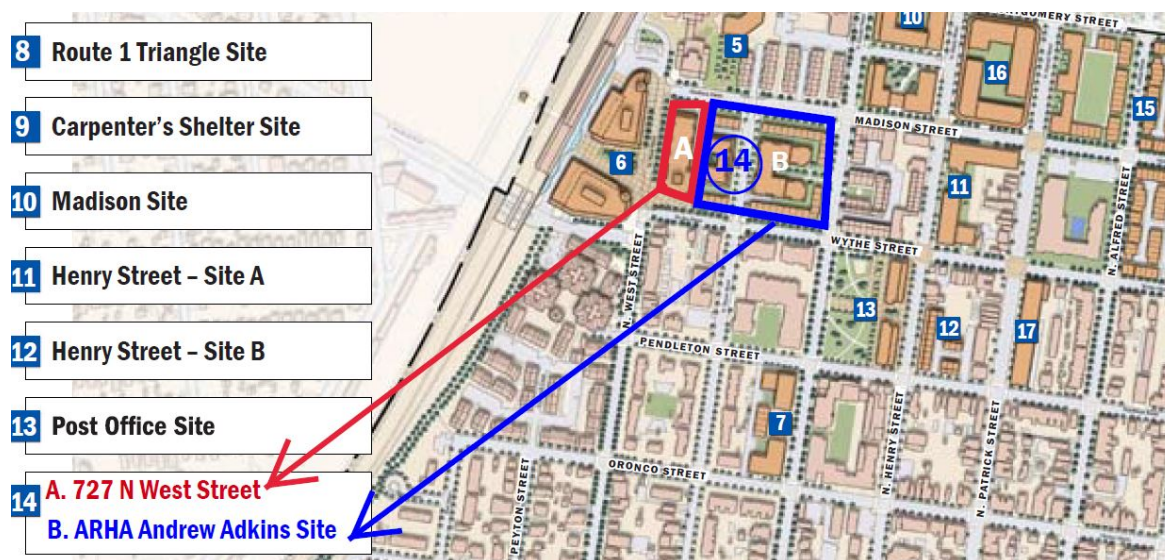
Items shown with a ~~strikethrough~~ will be revised to the underlined item

EXISTING PARCEL							PROPOSED DEVELOPMENT				
Site	Net Parcel Area		Existing Development	Existing Housing Units	Current Allowable FAR	Current Allowable Height	Current Allowable Development	Max Total Development	Approx. Range of Housing Units	Max FAR	Max Height
	SF	Acres	SF			FT	SF	SF			FT
Andrew Adkins	196,000	4.50	148,000	90	0.75	45	147,000	332,500	200-250	2.50	70 West of Payne St; 50 East of Payne St
Braddock West <sup>(1)</sup> 1352-1362 Madison Street, 711-727 N. West Street, 1319-1329 Wythe Street	41,398	0.95	11,606		0.75	45	31,049	124,194 <sup>(2)</sup>	180	3.0 w/SUP	50 - 70
Andrew Adkins Public Housing Site <sup>(1)</sup>	133,602	3.07	98,000		0.75	45	100,202	225,806-400,806		2.50	50 - 70

(1) Based on a 175,000 sf site area net of Payne Street extension for consistency with the BMNP Land Use and Development Tables

\*Table is cropped to illustrate revisions to information associated with the site for purposes of this report only. The actual table within the BEMP will represent all sites.

**Figure 5 – BMNP Development Sites Map (pg. 96)\***





*\*Map is cropped to illustrate revisions to information associated with the site for purposes of this report only. The actual map within the BMNP will represent all sites.*

### ***C. Rezoning***

The BMNP and BEMP recommend a rezoning to a CDD (Coordinated Development District) for the Braddock West site jointly with the Andrew Adkins site because of its size of nearly two city blocks. Since this site is now to be developed separately from the Andrew Adkins site, City staff and the applicant determined a rezoning to a standard zone was preferable. It will allow for the orderly but separate development of this site in a way that is consistent with the BMNP and BEMP vision and complementary to the future development of the larger ARHA property.

The applicant is rezoning to the OCH (office commercial high) zone. The OCH zone permits density up to 3.0 FAR with a SUP if the site is located within 1,000 feet of a Metrorail Station. The zone allows for a variety of uses, some of which (retail and personal service) are required to serve office complexes in an adjacent area (see the Special Use Permits section below). The zone allows 100 feet in building height, though the proposal is restricted by the building height in the BEMP (up to 70 feet, with an additional 25 feet in bonus height through the Section 7-700 SUP).

Staff supports the proposed rezoning to OCH as it permits the development of the site consistent with the BMNP and BEMP while allowing flexibility in density and height. Additionally, the applicant is providing two affordable housing units tied to the increase in density from 2.5 FAR (what is currently in the BEMP) and 3.0 FAR (as reflected in the related Master Plan Amendment).

### ***D. Compliance with City Policies***

#### **Green Building Policy**

The applicant will comply with the 2019 Green Building Policy, which requires new development to be certified as LEED Silver (or equivalent) for the entire project. The policy also requires that the applicant achieve specific “performance points” in addition to the LEED Silver-level certification. The applicant has agreed to achieve the performance points related to energy use reduction, water efficiency and indoor environmental quality as outlined in the policy. The applicant submitted a thorough narrative with the DSUP application and will coordinate with the City on achieving compliance with the policy and identifying any equivalencies in seeking the performance points during Final Site Plan.

#### **Public Art Policy**

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City’s public arts efforts in the neighborhood. The applicant has agreed to provide a public art contribution approximately \$53,983, or \$0.30 per gross square foot of development for future public art within the general vicinity of the site. In lieu of a contribution, City staff will coordinate with the applicant during



Final Site Plan to determine if the on-site placement of public art (either in the publicly accessible plaza or building entrance area) is feasible.

### **Affordable Housing Policy**

Consistent with the Housing Master Plan's recommendation to focus affordable housing in areas near transit and with the greatest potential for increased density and mixed-use development, the applicant has proposed using bonus density (Section 7-700 of the Zoning Ordinance) to increase the size of the proposed building, and in exchange for 24-percent bonus density, the applicant will provide twelve affordable units. In addition, consistent with the City's proposed new policy to provide heightened contributions on density in excess of the density envisioned in the underlying small area plan, the applicant will also provide two additional affordable units; this contribution is equivalent to 10 percent of the requested density increase (the difference between the 2.5 and 3.0 FAR). In summary, the applicant will provide a total of 14 affordable units (four studio, six one-bedroom, and four two-bedroom units). This breakdown is proportional to the building's planned unit mix, excluding the ground floor live-work units.

Rents (adjusted for utilities and parking fees) will be affordable to households with incomes at 60 percent 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.

In addition, the applicant will provide a voluntary monetary contribution of \$531,927 to the Housing Trust Fund. Consistent with the City's Procedures Regarding Affordable Housing Contributions, the commercial floor area is subject to the Commercial rate of \$2.29 per square foot; 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 per square foot; and the remaining residential floor area up to the 2.5 FAR envisioned in the BEMP is subject to the Residential Tier 2 contribution rate of \$6.11 per square foot. Pursuant to the BEMP, 50 percent of these monies will be reserved to help fund ARHA's potential acquisition of offsite units, if required, as its area sites redevelop.

The applicant proposes to demolish the existing nine single-family houses (currently leased as rental properties), and a property formerly owned by, and currently operated as, the Lincoln Lodge #11 Freemasons 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 November 4. The Relocation Plan outlines assistance to be provided to eligible residents of the existing single-family homes 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 LTRB endorsed the plan with the request that more information on the residents be provided (specifically, if there were school-aged children, seniors, or residents with disabilities) when it becomes available.

The applicant presented its Affordable Housing Plan (AHP) dated October 21 to the Alexandria Housing Affordability Advisory Committee (AHAAC) on November 5. It is noted that the October 21 AHP indicated that the monetary contribution would be provided if the project does not incur



any extraordinary costs for other public infrastructure related to the Braddock West project. The Committee voted to approve the AHP subject to the inclusion of the monetary contribution. One member also commented that the façade of the project that was facing the Andrew Adkins community did not benefit from the same degree of architectural attention as the three outward facing facades and asked for further refinements. Subsequent to the AHAAC meeting, the applicant agreed to provide the monetary contribution.

Amendments to the approved Affordable Housing Plan, including any future consideration of a change in the tenure of the project to residential condominiums, will be consistent with City affordable homeownership policies in effect at the time, must be submitted to AHAAC for review, and require final approval from the City Manager.

### ***E. Building Design and Future Retail***

Staff supports the contemporary architectural design and organization, finding the proposal to be appropriately designed for this prominent site across from the Braddock Metro and situated on three designated “walking streets” with a recommendation for minor refinements as part of the Final Site Plan review.

The building has a rectangular form consisting of seven levels of residential units fronting N. West Street measuring 95 feet in height. The majority of the building height is 85 feet but the penthouse, rooftop shade structure and other rooftop elements (i.e. raised planters, grills, permanent fixtures) reach up to 95 feet. The main residential entrance is located at the center of the N. West Street elevation and is defined by a five-story decorative metal screen rising above the entrance. The N. West Street elevation reads as two distinct building typologies with different material and color choices through commonalities with fenestration and balconies. This approach of two different building typologies breaks down the overall massing while adding visual interest. The southern form includes black and grey brick while the northern form features shades of tan brick. Both elements have pronounced two-story “shoulders” characterized by large glass openings set within brick piers which create a clear and comfortable streetwall. The two-story base reads as clearly articulated storefront expressions with large windows, entries and canopies. Atop the two-story elements, the upper floors are stepped back and read as residential components with punched openings set within regularly spaced brick piers. On the N. West Street elevation, the upper floors are set back 10 feet on the southern building form and 6 feet on the northern building form, with an additional 4-foot recess for balconies. The same setbacks for the northern form continue onto Madison Street. The setback on Wythe Street is an angled setback of 16 feet, 8 inches (16’8”) at its greatest, providing for a significant amenity terrace. The southern building form features two-story windows with spandrels within the brick piers while the northern portion has a more regular and simpler fenestration. The northern portion features a two-story element or monitor level at the top while the south form has a one-story monitor. This one- and two-story top shares a common material and design (shown on plans as dark grey fiber cement panel). The respective northern and southern building typologies continue on the respective Madison Street and Wythe Street elevations. The Madison Street elevation includes access to the parking garage. The east elevation, fronting the shared alley on the ARHA property is a simplified yet relatable version of the street-facing elevations and includes the loading and trash area as well as the at-grade transformers which will be screened.



The proposed materials include five types of brick, three types of fiber cement panel, metal panel and spandrel, metal canopies, railings and decorative screen, and an aluminum and glass storefront system. Blank areas of wall will feature decorative brick work at the first two levels. A 6-foot privacy fence and landscaping are proposed at the east property line adjacent to the courtyard.

While staff finds the contemporary design to be engaging and well-suited for this prominent location, staff is concerned with the proposed amount of fiber cement on street-facing elevations. Fiber cement is not as high a quality as metal panel or brick and generally does not age or weather well. Staff is comfortable with its use on secondary elevations, noting they are less visible and often have more simplified design elements. Recently, staff has not supported fiber cement on street-facing elevations in this neighborhood and staff maintains this position, particularly at such a highly visible location (the Aspire, 701 N. Henry Street, and 1200 N. Henry Street).

The committed retail location (1,500 square feet) is at the corner of Wythe and N. West streets and is accessed from the angled plaza. The remaining portion of the Wythe Street elevation, the southern half of the West Street elevation and the Madison Street elevation all function as “flex” spaces which may be combined into different commercial spaces or used as residential, in response to market conditions. The Preliminary Plan includes a potential plan showing how all the identified flex spaces and the retail space could be reconfigured into three generous retail spaces ranging from 3,320 square feet to 4,630 square feet, each with prominent frontage. The proposed design is suitable for the use of these spaces as either residential or commercial with individual entrances, locations for signage and canopies. Staff finds the creation of flex spaces on the ground floor to be a good approach for the long-term viability of the project.

In general, staff finds that the project creates architectural interest through the use of shoulders, two distinct building typologies with a contemporary architectural vocabulary, and interesting material selections such as the complementary tan and grey brick palettes and multistory decorative metal screen. Staff finds the building to be well-designed with attention to massing, articulation, and depth. However, some minor refinements to the design are included in the Staff Recommendations as part of the Final Site Plan review (Condition #12). As has been mentioned within the discussion above, staff is recommending the use of metal panel or a similar quality material in place of fiber cement along street-facing elevations. With the inclusion of these refinements, Staff believes the proposed building design meets the intentions of the BMNP Design Guidelines and will be well-suited for this highly prominent location at one of the entrances to the Braddock neighborhood.

## ***F. Open Space, Historic Interpretation and Pedestrian Improvements***

### **Open Space**

Staff supports the open space plan for the project, which includes ground-level public open space, a ground-level private courtyard, and a rooftop terrace area that will meet the 40 percent open space requirement. The majority of space currently provided is on the ground level, which includes the publicly accessible plaza adjacent to the commercial space at the southern end of the site, and the internal courtyard that will serve the building residents. The plaza and internal courtyard will



be primarily covered with pavers with areas of raised seat-height plantings. The applicant will provide additional details on the paving and programming of the plaza during Final Site Plan review.

As noted in the Zoning section above, the applicant is required through the conditions of approval to demonstrate that the minimum open space requirement of 16,559 square feet will be met prior to Final Site Plan Release. The additional open space square footage will come from the rooftop as the rooftop plan is refined. The rooftop plan currently includes rooftop amenities (shade structure, grills and other fixtures), raised planters with tree plantings and an approximately 1,200 square-foot artificial lawn area.

**Table 2 – Open Space**

OPEN SPACE	AMOUNT
<b>Required per OCH Zone</b>	<b>16,559 SF (40% of site area)</b>
<b>Total Provided</b>	<b>16,400 SF (39.6% of site area)</b>
Ground-Level Provided	9,200 SF (22.2% of site area)
Above-Grade Provided	7,200 SF (17.4% of site area) <sup>10</sup>
Private Open Space	3,735 SF (39.6% of site area)
Publicly Accessible Open Space	1,500 SF (3.6% of site area)

## Historic Interpretation

As discussed in the Background portion of the report, the site is located in the area of the City formerly known as Black or Colored Rosemont and includes contributing resources to the Uptown/Parker-Gray National Register District. The applicant has submitted a documentary study and will coordinate with the Office of Historic Alexandria on integrating interpretative materials into the site. The conditions of approval will require the applicant to provide two signs documenting the history of the site and neighborhood and to incorporate historical interpretive elements into the publicly accessible open space area(s) of the site.

## Pedestrian and Streetscape Improvements

The applicant has proposed a site design with transitions between the public and private realms. In addition to the publicly accessible open space and planting areas along each site frontage, the applicant has worked extensively with City staff on identifying the City’s preferred streetscape condition along each frontage.

The applicant will reconstruct each frontage, undergrounding all above-ground utilities and replacing sidewalks with City-standard concrete on N. West and Madison streets and the concrete-brick “Hybrid” sidewalk along the Wythe Street frontage.<sup>11</sup> The applicant will also provide 17 new street trees in new 5-foot by 10-foot tree wells. In addition, the applicant will also construct an

<sup>10</sup> Applicant to add at least 159 square feet additional open space during Final Site Plan to meet 40% open space requirement.

<sup>11</sup> The applicant will update its site layout in Final Site Plan to reflect the City’s desired sidewalk material within the right-of-way and the applicant property.



enhanced mid-block crosswalk across N. West Street leading directly from the site frontage to the Braddock Road Metrorail Station. The crosswalk will be approximately 23 feet wide and will improve pedestrian safety in the vicinity of the Metrorail Station. Pedestrian-scaled LED street lights will be installed on all street frontages.

## ***G. Parking and Transportation***

### **Parking and Loading**

The applicant is proposing 108 parking spaces for the multifamily residential uses in a one-level underground garage accessed from a curb cut on Madison Street. The applicant is requesting a parking reduction based on the number of proposed multifamily units and potential future commercial uses (see Special Use Permits section below for discussion).

The loading dock is located at the opposite (southern) end of the building and is accessed from a private alley via Wythe Street. The private alley is part of the Andrew Adkins property and belongs to ARHA. The applicant retains ingress/egress access easements for the alley which allows access to the existing houses from the alley. The easements will continue to remain with the redevelopment, facilitating the access for loading trucks into the alley. Staff wants to ensure that use of portions of the existing private alley by the applicant does not preclude the redevelopment of the ARHA property and recognizes that alley reconfiguration may occur with that redevelopment.

In discussions with City staff, ARHA discussed the need for flexibility in the design of the parking and loading access as it considers redevelopment plans for the Andrew Adkins site. Staff has placed conditions of approval that outline near-term coordination between the applicant, ARHA and the City on the final designs of the parking and loading areas of the building, and long-term coordination regarding maintenance of the private alley between existing and future property owners of each site.

The existing houses on the site are currently served by two public alleys that are accessed from N. West Street and the private alley on ARHA property. As discussed in the Vacation section below, the applicant is requesting the vacation and purchase of the two alleys for consolidation with the site and incorporation within the building and site layout. Vacating the existing alleys allows for a cohesively designed and viable mixed-use development and removing the alley curb cuts from N. West Street will provide a more pedestrian-friendly site layout.

### **Traffic Impacts**

The proposal does not trigger a traffic study based on the City's guidelines for the trip generation for a proposed development. According to the trip generation analysis submitted by the applicant, the new development will generate an additional 28 vehicle trips during the a.m. peak hour and an additional 35 vehicle trips during the p.m. peak hour.

### **Transit and Bicycle Facilities**



The site is located directly across from the Braddock Road Metrorail Station and is well-served by transit. In addition to direct access to the WMATA Blue and Yellow lines, the station serves as a transit hub for both DASH and WMATA buses and the Metroway, connecting the site to transit-accessible areas throughout the City in addition to Arlington County.

The closest Capital Bikeshare facility to the subject is located in front of Braddock Metro Place as N. West Street terminates at the Metrorail Station bus driveway and rider drop-off location. Staff has conditioned the applicant to provide a \$20,000 contribution to the City's Capital Bikeshare fund for enhancements to Bikeshare facilities within the plan area.

## ***H. Stormwater and Sanitary Issues***

### **Stormwater Measures**

The project site lies within the Braddock Road West (Timber Branch) Watershed across from the Braddock Road Metrorail Station. Due to the location of the site within the watershed it experiences localized flooding during large rain events. Staff notes that the site is not within a FEMA flood zone. The applicant worked with staff by analyzing the existing conditions surrounding the site. From that analysis it was determined that periodic flooding likely occurs for two reasons:

- 1) The existing storm sewer system serving the site and the surrounding area is sized smaller than the current standard for new stormwater conveyance systems; and
- 2) The site and portions of the surrounding area are located within a localized sump (or area of water collection).

To protect adjacent and downstream properties, staff has asked the applicant to demonstrate that the proposed development will not aggravate existing stormwater conditions. The applicant has computed the total displaced volume of stormwater that this development would create during the 10-year storm event in order to address the staff request. Staff has conditioned the applicant to provide stormwater quantity controls designed to ensure post-development stormwater runoff does not exceed 70 percent of the existing runoff quantities for both the 2-year and 10-year storm events in order to preserve existing conditions in the area surrounding the site. The applicant will be achieving this requirement by utilizing stormwater runoff reduction methods as well as the installation of a stormwater vault. The runoff reduction facilities and stormwater vault, located at the northeast corner of the site below the parking garage ramp, will control the rate at which runoff leaves the site during all rain events. Staff believes the storage provided with the proposed stormwater facilities is sufficient to offset the volume of displaced stormwater this development would create.

To protect the proposed development on the subject parcel, staff requests that during Final Site Plan, a refined study shall be performed to estimate the water surface elevation adjacent to the development during a 100-year storm event. Staff recommends conditioning that once an estimation of the 100-year water surface elevation is computed, the applicant will provide minor adjustments to the site layout and building as necessary to ensure the proposed development is designed to be resilient to withstand the 100-year storm event.



Finally, staff conditioned the applicant to provide a disclosure agreement to all residential renters, residential purchasers, and retail tenants which shall include information noting that the area around the development is prone to periodic flooding. These measures and conditions will help inform the public and minimize impacts to the surrounding areas.

### **Sanitary Connection Fee and Connection Requirements**

The project site is currently served by an 8-inch sanitary sewer line located beneath Wythe Street that flows west, across the Metrorail tracks on E. Braddock Road, then south on Mount Vernon Avenue and east on E. Maple Street until it reaches the a 24-inch sanitary sewer located on Commonwealth Avenue at E. Maple Street. From there the 24-inch sanitary sewer discharges into the Commonwealth Interceptor, which is owned by Alexandria Renew Enterprises (AlexRenew). During extreme wet weather events, the flows in the Commonwealth Interceptor and in the City-owned sanitary sewers that serve this project site are greater than the capacity of these sewers, which then can lead to sanitary sewer back-ups in the basements of residents and businesses in the City. Numerous sanitary back-ups have occurred specifically along E. Maple Street due to extreme wet weather events in 2019 and 2020.

Sanitary sewer back-up issues in the Commonwealth Interceptor sewer area have historically happened due to extreme wet weather and, although significant investments in sanitary sewer infrastructure have been made, these back-ups continue to occur. The 2008 Braddock Metro Neighborhood Plan states that all development projects within the plan area, including the project site, will be connected to the Potomac Yard Trunk Sewer (owned by AlexRenew). The Potomac Yard Trunk sewer was built in the 2000s and designed with the intent to help to offload flows from the Commonwealth Interceptor, including from the BMNP area. Currently, all development projects in the BMNP area have connected to the Potomac Yard Trunk Sewer.

Staff strongly recommends that the applicant connect their project site to the Potomac Yard Trunk Sewer as specified in Condition 64. The applicant has expressed concerns regarding the cost of this connection and has inquired about a waiver of sanitary sewer tap (connection) fee due to this cost. The City does not allow offsets/credits to be applied to the tap fee due to the cost of the connection to the sewer system. However, staff and the applicant have identified additional sewers/flows near the project site (at N. West and Wythe streets) that could be offloaded from the Commonwealth Interceptor sewer area and connected to the proposed sanitary sewer that the applicant will be constructing that connects to the Potomac Yard Trunk Sewer. Staff recommends that a credit to the sanitary sewer tap fee be applied for connecting offsite flows to the Potomac Yard Trunk Sewer, as specified in the conditions of approval.

### ***I. Special Use Permits***

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

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



2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

A summary of each SUP requested with this application along with a rationale for approval is provided below.

### **Increase in Residential FAR to 3.0 in the OCH Zone**

The applicant has requested an increase in FAR (floor area ratio) up to 3.0 in the OCH zone, which is applicable for sites within 1,000 feet of a Metrorail Station. The density increase allows for a viable development proposal on a smaller urban site. Staff supports the request for increased density for the proposal, as it allows the applicant to provide building height and massing that is consistent with what was envisioned in the BMNP and BEMP and for greater density adjacent to a Metrorail Station (transit-oriented development). For the increase in density from 2.5 (as currently in the BEMP) and 3.0 FAR, the applicant has provided two on-site affordable dwelling units.

Based on the three criteria City Council considers in its approval of SUPs, staff supports this approval due to the following:

1. The increased density will not have an adverse effect on area residents and workers, as the building massing, height and scale relate to the adjacent development fronting the Braddock Road Metrorail Station.
2. The increase in density allows for viable site development, which will include improvements to sidewalks adjacent to the site and an enhanced crosswalk across N. West Street adjacent from the Metrorail Station.
3. Allowing for added density at this site is consistent with the goals and recommendations of the BMNP, BEMP and Braddock Road Metrorail Station Small Area Plan.

### **Bonus density and height for the provision of affordable housing (Section 7-700)**

The applicant has requested additional density above 3.0 FAR up to 30 percent (proposed at 3.71 FAR) and bonus height up to 25 additional feet for the provision of affordable housing. The BMNP/BEMP allow for building height up to 70 feet for the site; the applicant is requesting up to 95 feet in building height to accommodate a rooftop shade structure (the remainder of the building does not exceed 85 feet).

As outlined in the Compliance with City Policies section above, the applicant is providing 12 affordable units from the increase in density and height above 3.0 FAR and 70 feet (and a total of 14 affordable units including two units derived from the 2.5 to 3.0 FAR increase. Staff is supportive of the use of Section 7-700 based on its yield of on-site affordable units and the placement of density on a site that is adjacent to a Metrorail Station and two sites planned for future redevelopment (Andrew Adkins site and WMATA parking lot).



Based on the three criteria City Council considers in its approval of SUPs, staff supports this approval due to the following:

1. The increased density will not have an adverse effect on area residents and workers, as the building massing, height and scale relate to the adjacent development fronting the Braddock Road Metrorail Station.
2. The increase in density for improvements to the site and surrounding vicinity and allowing for an increasing diversity of residents in the neighborhood.
3. Allowing for added density at this site and the provision of on-site affordable housing is consistent with the goals and recommendations of the BMNP, BEMP and Braddock Road Metrorail Station Small Area Plan.

### **Parking reduction for residential and commercial uses**

The applicant has requested a parking reduction for the proposed residential and potential future commercial uses. As discussed in the Parking and Transportation section above, the one-level underground garage provides 108 parking spaces for the residential use only. Based on the 180 units (14 of which are affordable with a lower parking ratio), the applicant is required to provide 149 spaces, requiring a reduction of 41 spaces.

This SUP request also provides flexibility in the case that a portion or entirety of the ground-floor retail-ready “flex spaces” are converted into commercial uses. As currently proposed, the 1,500 square-foot retail space is exempted from any parking requirements. If all of the flex spaces were converted to commercial, the 11,560 square feet of space would require a minimum of between 3 and 12 spaces (retail, personal service or office uses require fewer spaces than restaurants). At this time, the applicant does not anticipate providing any spaces for the commercial uses in the underground garage.

Staff supports the parking reduction for both residential and commercial uses. Reduced parking at the site will encourage residents, visitors and employees to utilize Bikeshare, bus and rail transit which is abundant at this highly walkable location adjacent to the Braddock Road Metrorail Station.

***Table 3 – Parking Reduction Tabulations***

	<b>Multifamily residential</b>	<b>Commercial</b>
<b>(A) Minimum required spaces per proposal</b>	<b>149 spaces</b>	<b>0 spaces<sup>12</sup></b>
<b>(B) Minimum required spaces if entire ground floor was commercial</b>	<b>136 spaces<sup>13</sup></b>	<b>Between 3 and 12 spaces</b>
<b>Provided Spaces in Preliminary Plan</b>	<b>108</b>	<b>108</b>

<sup>12</sup> If fewer than two spaces are required for commercial uses, per Section 8-100 of the Zoning Ordinance, the parking requirement is waived.

<sup>13</sup> In this scenario, all ground-floor retail-ready units are assumed to be studio or one-bedroom units.



<b>Parking Reduction Needed for (A)</b>	<b>41 spaces</b>	0 spaces
<b>Parking Reduction Needed for (B)</b>	<b>28 spaces</b>	<b>Between 3 and 12 spaces</b>

Based on the three criteria City Council considers in its approval of SUPs, staff supports this approval due to the following:

1. The parking provided is sufficient for a building located adjacent to a public transit hub, and the reduced parking will encourage non-motor-vehicle access to the site.
2. Encouraging fewer single-occupancy vehicle trips to the site will reduce neighborhood impacts. In addition to the underground parking, there are several on-street parking and loading spaces along the site frontage.
3. Reducing the parking ratio for areas within 2,000 feet of the Braddock Road Metrorail Station and “right-sizing” parking requirements are recommended in the BMNP.

### **Retail and Personal Service Establishments**

In the OCH zone, a retail and personal service establishment requires SUP approval “on a lot which does not include office buildings, provided such use supports and serves office uses in the immediate zoned area.” The site of the proposal is adjacent to the Braddock Metro Center office complex, which is located directly to the north across Madison Street. The addition of active commercial uses at the ground floor of the building will serve neighborhood residents and workers, many of whom will walk past the site walking to or coming from the Braddock Road Metrorail Station. Additionally, the approval of this SUP creates greater consistency of the proposal with the BMNP, which recommends ground-floor retail for any development fronting a Walking Street.

The parking requirement related to any retail (under 20,000 square feet per business) and personal service establishment to locate within the development will be waived, pending approval of the parking reduction SUP (see above).

It should be noted that due to recent Zoning Ordinance text updates, there is no restaurant SUP included with the overall DSUP application. All restaurants are now administrative SUPs in the OCH zone, so the applicant and future property owner(s) have flexibility in the placement of restaurants in any of the ground-floor spaces of the new building.

### **Fraternal or Private Club**

Located on site at 1356 Madison Street is a fraternal organization called the Lincoln Lodge. The Lodge has been at its current location since 1989 and established in Alexandria since 1865. The Lincoln Lodge has been in talks with the applicant to establish operations when the site redevelops dating back to the plans to incorporate the institution into a larger Andrew Adkins redevelopment.

The SUP allows for placement of the Lincoln Lodge in the new development, pending discussions between the applicant and representatives of the Lodge. The Lodge has discussed its desire to be



located in the new development in a storefront space that may extend the adjacent portion of the second floor of the new building with square footage that is comparable to the existing Lodge building. Staff supports the approval of the SUP as it allows for a long-time neighborhood institution to remain on site with redevelopment and with minimal impacts of the proposed use.

### **Transportation Management Plan (SUP#2020-0076)**

According to Section 11-700 of the Zoning Ordinance, the applicant is required to participate in a “tier two” Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). To support the TMP, the applicant has agreed to the City’s standard TMP rates, (adjusted annually per the Consumer Price Index [CPI-U]) to be contributed to the City’s TMP fund. The TMP shall always maintain a point of contact for the purposes of billing.

### ***J. Site Plan Modifications***

As part of this DSUP, the applicant is requesting a modification to the Zoning Ordinance relating to the zone transition line setback requirement at the eastern portion of the property and the required 25-percent canopy coverage. Pursuant to Section 11-416 of the Zoning Ordinance, the Planning Commission may approve these modifications if they determine that such modifications:

1. Are necessary or desirable to good site development.
2. That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought.
3. That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

### **Modification of Crown Coverage Requirement**

The applicant is requesting a modification to the 25-percent-minimum crown coverage requirement that is noted in the updated Landscape Guidelines, and as required by Section 11-410(CC) of the Zoning Ordinance. The applicant is not able to provide the required 25-percent crown coverage requirement for the site, which is 10,350 square feet, and is providing 6,815 square feet of crown coverage.

The applicant is constrained by the site and building layout from providing the required canopy coverage. The long, narrow site does not provide many areas for tree planting for an urban building with minimal property line setbacks. Additionally, nearly the entire site is to be located above an underground parking garage, further limiting tree planting.

To mitigate the impacts of the reduced on-site crown coverage, the applicant is providing an approximately \$7,069 contribution to the Urban Forestry Fund for tree plantings in the neighborhood. The applicant is also increasing crown coverage in the public right-of-way by planting 17 street trees on the three street frontages.



Based on the criteria listed above that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. The modification is necessary to allow for viable development at the site. The proposed building footprint and site layout are generally consistent with what was envisioned in the BMNP and BEMP.
2. The proposal will be providing areas of ground-level open space for residents and the public, and the tree canopy will greatly increase in the right-of-way along each site frontage.
3. The reduced amount of crown coverage will not have an adverse impact on neighboring properties, and the increased street tree canopy coverage and contribution to the Urban Forestry Fund for tree plantings in the vicinity will positively impact neighboring properties.

### **Zone Transition Line Setback**

Each building containing commercial uses is to be sited a minimum of 25 feet from the residential zone transition line and at a 1:1 building height to setback ratio thereafter, per Section 7-902 of the Zoning Ordinance. The proposed ground-floor commercial and potential location of the fraternal or private club in the building trigger the setback requirement, as the building site is adjacent to the Andrew Adkins site on the east, which is currently zoned RB.

Section 11-416 and 7-903 of the Zoning Ordinance permit zoning relief from the zone transition line setback via site plan modification. The applicant is requesting full relief from the setback requirement since the proposed building sits as close as 4 feet from the eastern property line at the northern and southern ends of the building, where it extends upward to its full building height.

Staff supports the modification based on the planned coordinated development both at this site and the Andrew Adkins site, both of which are planned to be redeveloped consistent with the BMNP and BEMP. Staff has coordinated with the applicant and ARHA on this development proposal while keeping in mind flexibility for the future site design at the Andrew Adkins site.

Based on the criteria listed above that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. The modification is necessary for viable development at the site. A modification of the setback requirement allows for a building layout that relates to each site frontage and be physically integrated with the future Andrew Adkins redevelopment.
2. The building is only required to be compliant with the zone transition line setback due to the location of non-residential uses within the proposed building, including ground-floor commercial. The commercial use(s) will add activity to the block and serve residents of the adjacent Andrew Adkins site.
3. The applicant has coordinated with staff and ARHA on the location, use and access to the parking garage entrance and loading dock entrance, which are located adjacent to the



Andrew Adkins property and the zone transition line to minimize impacts on the Andrew Adkins site.

### ***K. Vacation (VAC#2020-00004)***

The applicant's request to vacate public right-of-way in this location is acceptable and will not have a negative impact on any nearby property. The proposal is for the City to vacate 2,724 square feet of land, which consists of two alleys at the northern and southern ends of the site that serve the existing houses on site.

In 2004, City Council via a staff memorandum provided guidance on how to review and assess proposed vacations of City right-of-way. The applicant has proposed that the vacated alleys will be rezoned to OCH with the rest of the development and be included in the area of building footprint (to the 85-foot height).

The vacated alleys are located nearly entirely within the proposed footprint of the proposed building, and do not serve the adjacent Andrew Adkins site. The valuation will be based on the assessments of the adjacent parcels that are part of the development site and the value of the land as part of this redevelopment, rezoning and DSUP. Based on calculations from the Office of Real Estate, the applicant is deriving 11 units from adding the development rights of the vacated alleys to the site (not including use of Section 7-700 bonus density). In addition to the applicant's payment of the vacation value into the City Open Space Fund, the vacation allows for viable site development that implements the BEMP and BMNP while allowing for a site design that prioritizes ground-level public open space as community benefits.

### ***L. School Impacts***

The applicant proposes to construct 180 multifamily units, 14 of which are affordable. The development will generate approximately 18 students based on the City-calculated student generation rates. This project is located within the Matthew Maury Elementary School attendance area. Staff and ACPS will integrate the projected student generation numbers in forthcoming school enrollment projections.

## **V. COMMUNITY**

The applicant presented the concept for the project at a community meeting on July 29, 2020, and to the Braddock Implementation Advisory Group (BIAG) on September 10, 2020. The community is generally supportive of the proposal and finds it consistent with the principles of the Braddock Metro Neighborhood Plan. Based on recent flooding in the Braddock neighborhood, BIAG members and neighborhood residents in attendance discussed the need to reduce flooding in the neighborhood, and specifically, to address flooding at the intersection of Wythe and N. West Streets and Braddock Road to be addressed. The Stormwater section above details how the proposal is mitigating the impacts of flooding near the site.

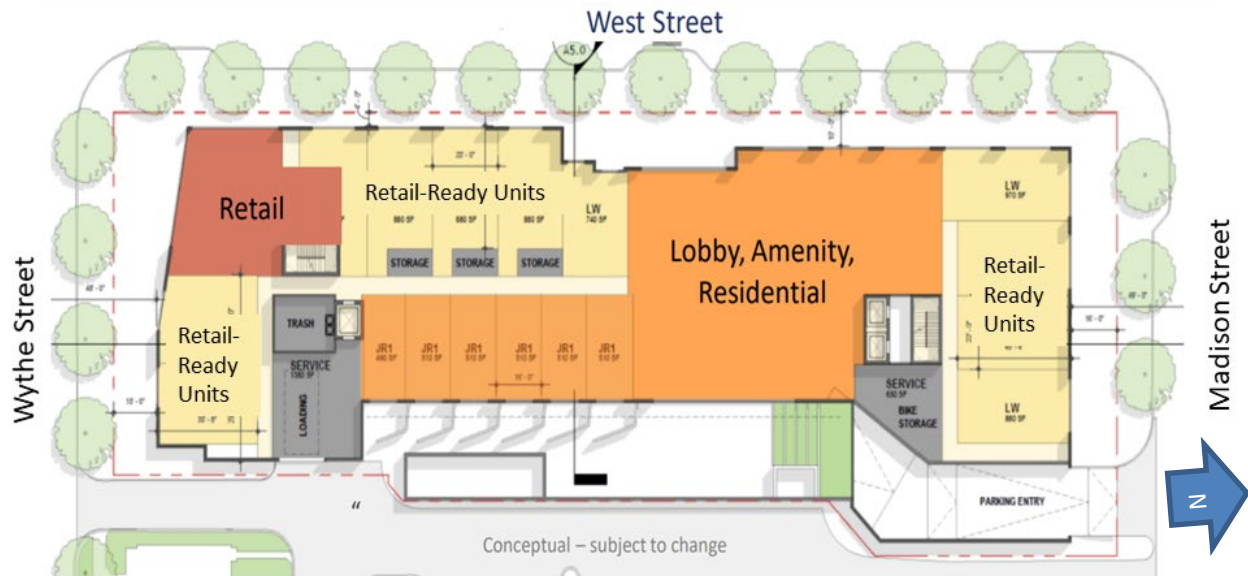


## VI. CONCLUSION

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

## VII. GRAPHICS

Site plan





View from Braddock Road Metrorail Station



Southern elevation (from Wythe Street)





Northern elevation (from Madison Street)



Alley elevation





## **VIII. STAFF RECOMMENDATIONS:**

1. The Final Site Plan shall be in substantial conformance with the Preliminary Plan dated September 15, 2020 and comply with the following conditions of approval.

### **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 July 7, 2020 City Council Docket Item 19 due to the COVID-19 emergency) and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) \*
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) \*\*
5. Provide public access easements to the following areas. The easement language shall be reviewed by the Office of the City Attorney and to the satisfaction of the Directors of P&Z and T&ES. Any public access easements shall i) be non-exclusive to the City; ii) only provide for the specific purpose of public access; iii) allow the owner to make any use of the easement area that is not inconsistent with the easement rights conveyed to the City; iv) will not restrict access to the building by the owner or its designees; and v) allow the owner to maintain and repair the easement area.
  - a. The plaza area south of the building fronting Wythe and N. West Streets. Limited areas of sidewalk and plaza reserved for outdoor dining or flex unit patios adjacent to the building can be removed from the easement area to the satisfaction of the Director of P&Z.
  - b. Areas of sidewalk within the applicant's property line directly adjacent to the sidewalk within the public right-of-way as generally depicted in the Preliminary Plan and required in these Conditions. (P&Z) (T&ES) \*, \*\*
6. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
  - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.



- b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (BAR)
7. 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 as defined in “f” below. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
  - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. All proposed light fixtures in the City right of way shall be basic, approved Dominion LED light fixtures consistent with the recommendations of the Braddock Metro Neighborhood Plan.
  - 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 streetlights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed streetlights and site lights.
  - g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and streetlights to minimize light spill into adjacent residential areas.
  - h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
  - i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
  - j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
  - k. The lighting for the publicly accessible areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.



- n. The lighting for the underground/structured parking garage shall be an average 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 parking garage shall not be seen from the public ROW.
  - p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
  - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties.  
(P&Z) (T&ES) (Police)(BAR)(Code)
8. 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)
9. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements/layers are correctly located and will connect. (P&Z) (DPI) \*
10. The applicant shall coordinate with ARHA, including the following items, regarding the use, maintenance and design of the shared private alley on the Andrew Adkins site:
- a. Share and review parking entry and loading dock design and associated vehicle turning maneuvers as part of Final Site Plan design.
  - b. Meet regarding any mutually beneficial alley design changes, utility locations, and/or construction coordination items as part of Final Site Plan design.
  - c. Submit to the City an executed agreement with ARHA (or its designee) for the design, use and maintenance of the shared private alley consistent with the applicant's proportionate use of the alley prior to release of the Final Site Plan, unless both parties have made a good faith effort to come to an agreement but no resolution has been reached. (P&Z) (T&ES) \*

**BUILDING:**

11. The building design, including the appearance, color and quality of materials, final detailing and three-dimensional expression shall be consistent with the elevations dated September 15, 2020 and the following conditions. (P&Z)
12. Provide the following building refinements to the satisfaction of the Director of P&Z:



- a. Windows shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8 inches.
  - b. Any ventilation for the retail/commercial and retail-ready spaces shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
  - c. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
  - d. Panels shown on each street frontage wrapping around to the first bay fronting the alley shall not be fiber cement.
  - e. The underside of all balconies shall be finished and present a visually cohesive appearance.
  - f. Provide refinements to the monitor level on the three street frontages wrapping around to the first window bay on the east elevation fronting the alley, including details on type, application and quality of materials. Maintain or expand the width of the slots between each expression as part of the final building design.
  - g. Provide refinements to the decorative metal screen design and placement over front building entrance.
  - h. Provide refinements to the rear alley fence elevation, including enhancement of portions of the fence with planters and piers to create a more welcoming transition to the Andrew Adkins site.
  - i. Explore a variety of color in the panels on the alley-facing elevation to the satisfaction of the Director of P&Z.
  - j. Lower and/or fully screen the above-grade transformers to minimize visual and physical impacts from the alley. (P&Z) \*
13. Refinements to the design of the southern two-story podium and adjacent site in order to mitigate stormwater or flooding issues during Final Site Plan shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) \*
14. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
15. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. \*



- b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. \*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. \*
  - d. Construct an on-site, mock-up panel(s) of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel(s) require(s) a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. \*\*
  - e. The mock-up panel shall be located such that it shall remain on-site or at a nearby location approved by the Director of P&Z through the duration of construction until the first certificate of occupancy or to the satisfaction of the Director of P&Z. \*\*\* (P&Z) (Code)
16. 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, Renewable Energy Production, 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 a copy of the LEED assistant evidencing which credits have been documented and approved, which credits are verified on-site and which are outstanding from each category, or that design phase credits have been submitted by prior to the first certificate of occupancy. \*\*\*
  - l. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. \*\*\*
  - m. 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 2019 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.\*\*\*
  - n. 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 2019 Green Building Policy. \*\*\*\*
  - o. 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. (P&Z) (T&ES)
17. Strive for an overall minimum construction waste diversion rate of 50 percent. Reference the MWCOG Builders Recycling Guide which lists companies that recycle construction and demolition materials in the DC Metro area for recycling, reuse, and disposal. COG recycling directory link:



[environment/planning-areas/recycling-and-solid-waste/builders-recycling-guide/builders-recycling/](#) (T&ES) (P&Z)

18. Install Energy Star labeled appliances in all multi-family residential units. (T&ES)
19. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 20 percent of the required parking spaces shall have necessary infrastructure installed for future level 2 electric vehicle chargers. (T&ES)
20. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at: [www.epa.gov/WaterSense](http://www.epa.gov/WaterSense). (T&ES)
21. The stairwells within structured parking garages shall be visible, without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. Where the requirements of this condition conflict with applicable Building or Life Safety Code requirements, meeting the applicable requirements of the Building or Life Safety Codes shall be deemed compliance with this condition. (Police)
22. Elevator lobbies and vestibules located in the parking garage shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

**OPEN SPACE/LANDSCAPING:**

23. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at: [www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf](http://www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf)
24. Provide the following modifications to the landscape plan and supporting drawings:
  - a. Confirm the minimum soil depth is as provided for all tree and shrub plantings above structure per the Landscape Guidelines.
  - b. Each tree well within the public right of way should be designed using the "Street Tree Well with Granite Block" City standard detail to the satisfaction of the Director of P&Z. (P&Z)\*



25. Develop a palette of site furnishings for the plaza and open space areas along the site frontage in consultation with staff.
  - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
  - b. Site furnishings may include seating, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z) (T&ES) \*
26. 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) \*
27. Provide, implement and follow a Tree and Vegetation Protection Plan per the City of Alexandria Landscape Guidelines. (P&Z) (RP&CA) \*, \*\*\*
28. Provide a minimum 159 SF of additional open space (to a minimum 16,559 SF) with the first Final Site Plan submission in order to confirm compliance with the 40-percent requirement in the OCH zone for open space. (P&Z) \*

**ARCHAEOLOGY AND HISTORIC INTERPRETATION:**

29. The applicant shall provide a professional documentary study of the full history of the project site and its context within the neighborhood formerly known as Black or Colored Rosemont. The documentary study will consist of maps in addition to primary and secondary source information. The archival research shall include, but is not limited to, deeds, plats, title documents, probate and other court records, tax and census records, business directories, published and unpublished manuscripts of first-hand accounts, historical maps, newspaper articles, and oral histories.
  - a. The applicant shall provide a public summary of the documentary study suitable for posting on the City's website.
  - b. The applicant shall provide two on-site interpretive signs consistent with the City's adopted Wayfinding Plan based on the findings of the documentary study. In lieu of the creation, fabrication and installation of the signage, the applicant can provide a contribution of \$4,000 per sign prior to the release of Final Site Plan to the satisfaction of the Directors of P&Z and Archaeology.
  - c. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements, including special paving treatments and site fixtures.



- d. Hire an archaeological consultant to complete an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (P&Z) (Arch) (RP&CA) \*, \*\*\*
- 30. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. (Archaeology) \*
- 31. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
- 32. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
- 33. 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 may result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
- 34. A Final Certificate of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. (Archaeology) \*\*\*

**PEDESTRIAN/STREETSCAPE:**

- 35. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Install ADA accessible pedestrian crossings serving the site.



- c. Construct concrete sidewalks on N. West Street and Madison Street and a hybrid sidewalk on Wythe Street.
    - i. Provide a minimum 8-foot-width sidewalk on Wythe Street and Madison Street and a 7.5-foot-width sidewalk on N. West Street (including the necessary width within the applicant's property line to accommodate these minimum widths).
    - ii. Construct all concrete sidewalks to City standards.
    - iii. All hybrid sidewalks shall comply with the City's Memos to Industry 19-03 and 01-13.
    - iv. The applicant may replace areas of City-standard concrete sidewalk with compatible permeable pavement per the satisfaction of the Director of T&ES if the applicant maintains and installs the material provides a maintenance agreement for review and approval prior to Final Site Plan release.
  - d. Sidewalks shall be flush across all driveway crossings.
  - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
  - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
  - h. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
  - i. Maintain the existing pedestrian signals at the corner of Wythe Street and West Street or replace in kind with ADA accessible, City standard pedestrian signals if disturbed during construction. (T&ES)
  - j. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts. \*\*\* (P&Z) (T&ES)
36. Provide additional information on paving treatments within the property line, including the plaza. The paving materials shall be high-quality and match or complement the City-standard concrete or hybrid in the right-of-way. (P&Z) (T&ES) \*



**PARKING:**

37. A minimum of 108 parking spaces shall be provided for the residential and commercial uses. Fewer than 108 spaces may be provided to the satisfaction of the Directors of P&Z and T&ES based on any reduction in the unit count not due to conversion of units to commercial or fraternal club space during final site plan.. (P&Z) (T&ES)
38. 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)
39. 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) \*
40. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily residential visitor parking), provided excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (T&ES) (P&Z)
41. All on-street parking controls and restrictions shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z) (T&ES)
42. Provide \$15,600 for purchase and installation of two parking meters prior to release of the final site plan. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z) (T&ES)
43. Per the City's Policy for Residential Parking Permits for New Developments, the development shall be removed from the Residential Permit Parking District 5 boundary.
44. 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](http://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 Final CO. (T&ES) \*\*\*



## **TRANSPORTATION**

### **STREETS/TRAFFIC:**

45. 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)
46. 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)
47. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
48. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 10 feet transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)
49. 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)
50. Furnish and install two 4-inch Schedule 40 PVC conduits with pull wires, under the sidewalk along the West Street and Wythe Street frontage of the property. These conduits shall terminate in an underground junction box at each corner of the site and shall have the word "TRAFFIC" engraved in it. (T&ES)
51. 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)
52. Truck wayfinding signs shall be placed in designated areas within the site's property and shall be maintained by the property owner. These wayfinding signs shall be included in a coordinated sign plan. (T&ES)



53. Any future tenant of the retail that generates a total of 50 vehicle trips or more in either the AM or PM Peak Hour will be required to conduct a Multimodal Transportation Impact Analysis in accordance to an approved scope submitted with the change or added land use. (T&ES)

**TRANSPORTATION MANAGEMENT PLAN:**

54. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. Below are the basic conditions from which other details originate. (T&ES)
55. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
56. 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)
57. 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)
58. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES) \*\*\*
59. 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)

60. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
61. 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:**

62. Show all existing and proposed amenities including bus stop bench(es) (if existing, proposed, or conditioned) in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant and to the satisfaction of the Director of T&ES. (T&ES) (Code)
63. The bus stop along the site frontage on Madison Street shall meet ADA requirements and City Standards per the following:  
Install an unobstructed minimum 5-foot-wide, parallel to the roadway, by 8-foot wide, perpendicular to the curb, illuminated bus stop passenger loading pad. 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. The loading pad's cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8-foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
64. Street trees in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines:
  - a. Located to avoid conflict with vehicles, specifically:
    - i. Proposed trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop unless determined by the Director of T&ES that adjacent trees do not impact the usability of the stop.



- ii. Proposed 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. (T&ES)

**VACATION:**

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

**PUBLIC WORKS**

**WASTEWATER/SANITARY SEWERS:**

- 66. The sewer connection fee must be paid prior to release of the Final Site Plan. (T&ES) \*
- 67. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the certificate of occupancy for the space containing the commercial kitchen. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to the release of the certificate of occupancy for the space containing the commercial kitchen. (T&ES) \*\*\*
- 68. The development project shall connect to the Potomac Yard Trunk Sewer as required by the Braddock Metro Neighborhood Plan. This connection is required due to capacity issues in the Commonwealth Interceptor, along with the downstream City collector sewers being surcharged. (T&ES)



69. The applicant shall be provided with a credit to be applied towards the sanitary tap fee, if the applicant connects offsite sanitary flow that currently discharges to the Commonwealth Interceptor, to the proposed sanitary sewer serving the development, which shall connect to the Potomac Yard Trunk Sewer. Based on separating the existing 8-inch sanitary sewer on N West Street, the tap fee credit shall not exceed \$600,000 unless otherwise mutually agreed upon by the applicant and the City. The applicant shall be responsible for determining the feasibility of such connection(s) prior to the first Final Site Plan submission. (T&ES) \*

**UTILITIES:**

70. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
71. All overhead power and communication lines in the City right-of-way directly adjacent to the property shall be undergrounded. (T&ES)
72. No transformer and switch gears shall be located in the public right of way. (T&ES)
73. All bracing, temporary forms and structures shall be removed prior to backfill and compaction around the foundations and utilities. Upon removing temporary construction measures, backfill material shall be compacted to no less than 95% compaction based of soils based on Unified (ASTM D 2488) soil classification and the Atterberg tests (liquid and plastic limits) shall be conducted. Independent geotechnical engineer shall perform and verify these tests and provide results within ten (10) calendar days after completion to the City. If the soil compaction and/or temporary bracing is not found to be within the requirements, the Owner shall be in compliance prior final acceptance. (T&ES)

**SOLID WASTE:**

74. If the property is a required user, the development must meet all the minimum street standards for the City to provide solid waste collection service. See Alexandria Virginia Code of Ordinances Title 5 Chapter 1 Solid Waste Control. Collection vehicles must be able to pick up solid waste from private streets without backing up. The containers must be stored inside the units or within an enclosure that completely screens them from view. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way for collection. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
75. All trash collectors for the project site are required to take their collected trash to the Alexandria/Arlington waste-to-energy facility (T&ES)



76. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
77. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) \*
78. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of three (3) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per blockface dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in[AB1] [AB2] [AB3] the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) \*

## **ENVIRONMENTAL**

### **STORMWATER MANAGEMENT:**

79. 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)
80. 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)
81. 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 at the time of Final Site Plan approval. 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)

82. 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)
83. 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)
84. 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) \*\*\*\*\*
85. 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)
86. 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) \*
87. With the exception of the BMP tree wells that will be transferred to the City for maintenance, the Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA, master association, and/ or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior



to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES) \*\*\*\*

88. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
  - a. The applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - b. The developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
89. 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) \*\*\*\*
90. 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:**

91. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 70 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES) \*
92. The area around this development is prone to periodic flooding, but it is not in the floodplain. The applicant shall show the calculation for the 10-year storm water surface elevation in the area and demonstrate that there is de minimis impact from the development. The applicant shall design Stormwater Management to provide storage equal to the displaced volume by the development as related to the 10-year storm. (T&ES) \*



93. The applicant shall calculate the 100-year water surface elevation for the area around the development and show how the building and site are designed to be resilient to withstand this storm event. (T&ES) \*
94. Any storm mitigation measures and transitions between ROW elevations and the building shall be on private property; the mitigation measures may include building modifications. If any storm mitigation measures or transitions in elevation within the public ROW are necessary to provide building resilience to the 100-year storm event, they shall be designed to the satisfaction of the director of T&ES. (T&ES) \*
95. The stormwater collection system is located within the Hooff's 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)
96. 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)

**CONTAMINATED LAND:**

97. 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)
98. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading plan] shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil. Include description of environmentally sound methods of off-site transport and disposal of



- contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
  - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) \*
99. 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)
100. 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:**

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



**NOISE:**

102. 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 if needed, identifying specific options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the commercial activities at this building including but not limited to HVAC, compressors, fans and other anticipated noise- and vibration- generating activities such as amplified music or weight lifting, etc., as well as loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
103. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release. (T&ES) \*
104. All uses within the development shall adhere to the City noise ordinance and no amplified sound shall be audible at the property line after 11:00 p.m. (T&ES)
105. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
106. 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)
107. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked within the immediate vicinity of the project. 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:**

108. 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)



109. If a restaurant use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
110. 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)
111. Loading docks that will have refrigerator vehicle deliveries shall be Provided with a SafeConnect 6 pin electrical outlet or equivalent that meets local and state electrical codes having with a dedicated 120 AMP 240 volt or 60 AMP 480 volt connection for maintaining refrigerator or operation to facilitate limiting vehicle idling. (T&ES)

## ***CONSTRUCTION MANAGEMENT***

112. 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) \*
113. 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 streetlights shall be removed without authorization from the City of Alexandria.
  - b. If streetlights 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)



114. 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:
- 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.
  - Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - 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) \*
115. 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)
116. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. Any major construction staging within the public right of way shall be subject to the approval of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES) \*\*
117. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop, on Madison Street, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
118. 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)
119. 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)

120. 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)
121. 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)
122. 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)
123. 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)
124. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
125. 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) \*\*\*



126. 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)
127. 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) \*\*\*
128. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
129. 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)

## ***CONTRIBUTIONS***

130. Pursuant to the Braddock Metro Neighborhood Plan, a contribution is required to both the Braddock Open Space Fund and the Braddock Community Amenities Fund. Current contribution amounts based on the formulas approved by City Council in 2009 are as follows:
  - a. \$0.67 (2020\$) per as-built gross square foot towards the Braddock Community Amenities Fund, excluding gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance; and,
  - b. \$4.36 (2020\$) per as-built gross square foot towards the Braddock Open Space Fund, excluding gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance.
  - c. Contribution rates are subject to an annual escalation clause equivalent to the CPIU for the Washington Metro area. Contribution rates will be recalculated in January of each year. The final contribution amount shall be calculated and verified by the Department of Planning and Zoning at the time of First Certificate of Occupancy. All checks shall be made payable to the City of Alexandria with the applicable fund reference code and



submitted to the Department of Planning and Zoning with a cover letter citing the project name, contribution amount, and the condition being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy. (P&Z)

131. Contribute \$20,000 to the City prior to Final Site Plan release to install a bike share station on or directly across from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage due to space constraints or impacts to operational efficiency, an alternate off-site location within a two-block radius of the project may be selected. (T&ES)
132. If the applicant is unable to fully meet the 25-percent crown coverage requirement of the Zoning Ordinance, the applicant shall provide a monetary contribution, in an amount equal to \$2 per square foot of deficient crown coverage as shown on the released Final Site Plan, to the City of Alexandria's Urban Forestry Fund. Contribution will be provided prior to first Certificate of Occupancy. (P&Z)  
\*\*\*

#### **HOUSING:**

133. Applicant shall meet the provisions presented in the Housing Relocation Plan dated October 21, 2020.
134. Monetary Contribution Condition:  
A voluntary contribution of \$531,927 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)\*\*\*
135. Set Aside Conditions:  
*Rental*
  - a. The applicant shall provide four (4) efficiency, six (6) one-bedroom, and four (4) two-bedroom affordable set-aside rental units, or a mix of units to the satisfaction of the Director of Housing.
  - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances 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 2020 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](https://www.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 statutes, 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.

**PUBLIC ART:**

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

**USES AND SIGNS**

**NONRESIDENTIAL USES:**

- 137. Fraternal or private clubs can be located in any of the "flex space" and/or residential areas of the building to the satisfaction of the Director of P&Z. (P&Z)
- 138. Provide documentation (lease agreement or similar) to future retail/commercial tenants encouraging them to pursue LEED for Retail or LEED for Commercial Interiors or equivalent at a Silver Level for fit-out of the applicable space.
- 139. Day care centers shall be permitted provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
  - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.



- b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)
140. Ensure the following for the retail and retail-ready (“flex”) units within the development, to the satisfaction of the Director of P&Z:
- a. Provide the minimum floor-to-floor heights per the Preliminary Site Plan.
  - b. All entrances along each public street frontage are required to be operable and ADA-accessible, even if the retail-ready space is used for residential purposes. This requirement shall be included as part of the lease for each tenant.
  - c. All windows and doors shall be a storefront system as depicted in the Preliminary Site Plan. When the unit(s) is used as retail or commercial, the placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant.
  - d. The interior layout of retail-ready units must consist of full-height space in the front portion of the unit and include a bathroom that can be ADA accessible.
  - e. The location for signage shall be identified as part of the coordinated sign plan.
  - f. The retail-ready/flex unit type shall be listed on applicable promotion material/websites to encourage active uses. (P&Z)
141. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
142. The applicant shall encourage its employees to use public transportation to travel to and from work. The applicant shall contact Go Alex at [goalex@alexandriava.gov](mailto:goalex@alexandriava.gov) for information on establishing an employee transportation benefits program. (T&ES)
143. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at [goalex@alexandriava.gov](mailto:goalex@alexandriava.gov) for more information about available resources. (T&ES)
144. The applicant shall encourage patrons to park off-street through the provision of information about nearby garages in advertising and on the business’s website. (T&ES)



**SIGNAGE:**

145. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.\*
  - a. Commercial signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
  - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
  - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
  - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
146. Truck wayfinding signs shall be placed in designated areas within the site's property and shall be maintained by the property owner. These wayfinding signs shall be included in a coordinated sign plan. (T&ES)
147. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

***DISCLOSURE REQUIREMENTS***

148. In the event the project is converted into a condominium, all condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project, if applicable. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this Development Special Use Permit approved by City Council.
  - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
  - b. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
  - c. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
  - d. Develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring



- occupants and disclose this by-law to all involved at the time of sale or lease agreement.
- e. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
  - f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit, if applicable. (P&Z) (T&ES) \*\*\*
149. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
150. A Disclosure Agreement shall be created and distributed to all residential and retail tenants in which shall include information regarding the truck route to use the loading dock. (T&ES)
151. In the event the project is converted into a condominium, applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
  - b. That Route 1 is an existing/planned location for Transit Corridor A, which will traverse in a north-south direction in the general vicinity of Route 1 and connect to future transit corridors in Fairfax and Arlington counties. (P&Z) (T&ES) (City Attorney)
152. This development is not included in the Residential Permit Parking District and residents are not eligible for Residential Permit Parking permits for on-street parking.
153. A Disclosure Agreement shall be created and distributed to all residential renters, residential purchasers, and retail tenants in which shall include information noting that the area around the development is prone to periodic flooding. (T&ES)\*



## **IX. CITY DEPARTMENT CODE COMMENTS**

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

### **Planning and Zoning (P&Z)**

- F - 1 Although the project is not located in a City-designated historic district, it is located within the Uptown/Parker Gray National Register Historic District. (P&Z/BAR)
- F - 2 The houses located at 711, 719 and 727 North West Street, 1354-1356 Madison Street, and 1321 and 1329 Wythe Street are all considered *contributing* resources to the National Register Historic District. The sheds in the yards of 727 North West, 1321 Wythe, and 1329 Wythe are also considered *contributing* resources. The Uptown/Parker-Gray National Register nomination can be found here: <https://www.dhr.virginia.gov/historic-registers/100-0133/> (P&Z/BAR)
- F - 3 The project area encompasses the majority proportion of the remaining vestiges of the African American community known as Black, or Colored, Rosemont, settled in the late nineteenth century. Most of this community, including the Parker-Gray School, has been demolished. (P&Z/BAR)
- F - 4 BAR staff supports the findings and recommendations made by Alexandria Archaeology regarding research documentation and interpretation. (P&Z/BAR)
- F - 5 If any part of the project would be considered a federal undertaking, the applicant will be required to properly adhere to all applicable requirements of Section 106 of the National Historic Preservation Act of 1966. This process should begin early and must engage all interested parties. (P&Z/BAR)
- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) \*\*\*\*
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected/preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.



- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) \*\*\*\*
- C - 4 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)

**Code Administration (Building Code)**

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.



- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

**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. 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 - 13. 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 - 14. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15. 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 - 16. 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 - 17. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
  - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
  - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. \*
- F - 18. 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. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be



pipd to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet, or to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 9 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by contacting the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 10 The applicant shall be responsible for the delivery of all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 12 All private streets and alleys owned by the applicant shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 13 Bond for the public improvements must be posted prior to release of the Final Site Plan. (T&ES) \*
- C - 14 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the Final Site Plan. (T&ES) \*
- C - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 16 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone)



coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To 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 - 17 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 - 18 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 19 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 21 All sanitary laterals and/or sewers not located within sewer easements shall be owned and maintained privately. (T&ES)
- C - 22 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 23 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
  - a. Monday Through Friday from 7 AM To 6 PM and
  - b. Saturdays from 9 AM to 6 PM.
  - c. No construction activities are permitted on Sundays and holidays.  
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
  - d. Monday Through Friday from 9 AM To 6 PM and
  - e. Saturdays from 10 AM To 4 PM
  - f. No pile driving is permitted on Sundays and holidays.  
Section 11-5-109 restricts work in the right of way for excavation to the following:
  - g. Monday through Saturday 7 AM to 5 pm
  - h. No excavation in the right of way is permitted on Sundays. (T&ES)



- C - 24 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)\_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) \*
- C - 27 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

### **AlexRenew Comments**

1. Applicant to include the following notes on the DSP plans and the plans issued for construction:
  - a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
  - b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3381 x2020.

### **VAWC Comments**

1. No comments received.



## **Archaeology**

### **Findings**

- F-1 According to historic maps what is now the 700 block of N. West Street remained undeveloped and relatively rural until after the Civil War. By the 1870s George and John Seaton owned the entire block aside from a lot owned by Michael Weeden on the west side of N. Payne St. (and not within the project area). By the 1927 the entire project area continued to remain vacant. Ten years later, by 1937, much of the 700 block had been built out and contained at least eight single-family homes within the project area. One of those homes, 727 N. West St., may have served unofficially as a Green Book property for African American travelers. Built by members of the Dundas family, the property at 727 N. West St. remained in the family until the 1960s. Over a 30-year period of time the Dundas family hosted visitors and boarders in a row of bungalows (painted green, no less) in the backyard of the lot. The bungalows are still standing.
- F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

### **Code**

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

## **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 doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. Only persons with proper electronic access cards should be able to enter the stairwells from the underground parking garage.
- R - 3. 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 - 4. 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.

#### Miscellaneous

- R - 5. 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. 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 - 6. 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 - 7. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all non-transparent doors on the ground level that lead directly into an apartment from the outdoors. 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



**ATTACHMENT 1: Master Plan Amendment Resolution**

RESOLUTION NO. **MPA 2020-00008**

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 **Braddock Road Metro Station Small Area Plan** chapter of the 1992 Master Plan;

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **December 1, 2020** 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 **Braddock Road Metro Station Small Area Plan** section 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 **Braddock Road Metro Station Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Braddock Road Metro Station Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the **Braddock Road Metro Station Small Area Plan** chapter of 1992 Master Plan will, in accordance with present and probably 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 **Braddock Road Metro Station Small Area Plan** through amendments to the **Braddock Metro Neighborhood Plan Overlay** and the **Braddock East Master Plan Overlay** are hereby adopted amending the Braddock Road Metro Station 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, to the:
  - Braddock Metro Neighborhood Plan Overlay (BMNP)
    - Development Sites Map (page 96)
    - Development Table (page 97)
    - Land Use Table (page 98)
  - Braddock East Master Plan Overlay (BEMP)
    - Table 3: Land Use (page 37)
    - Table 5: Development Framework (page 47)
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 **1st** day of December 2020.



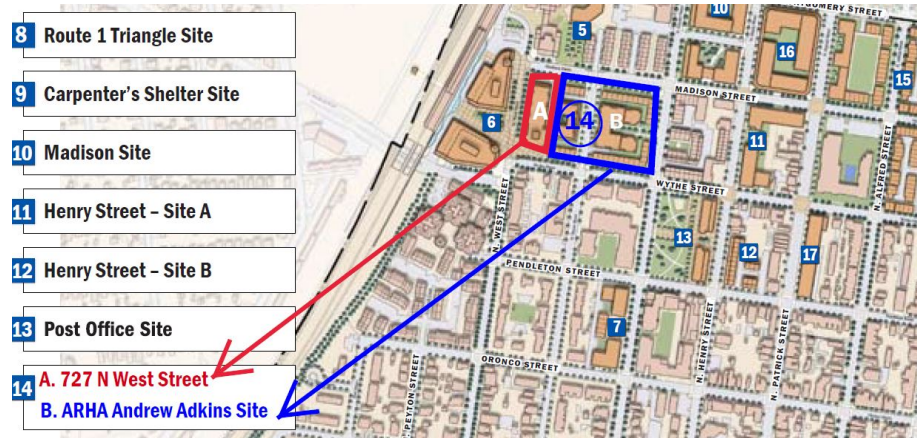
Chair, Alexandria Planning Commission

ATTEST: Karl W. Moritz  
Karl Moritz, Secretary



## Attachment

**BMNP Development Sites Map (pg. 96)** Map is cropped to illustrate revisions to information associated with the site for purposes of this report only. The actual map within the BMNP will represent all sites.



## BMNP Development Table (pg. 97)

Items shown with a ~~strike through~~ will be revised to the underlined item. Table is cropped to illustrate revisions to information associated with Site #14 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

Site	Character Area	EXISTING PARCEL							PROPOSED DEVELOPMENT		
		Parcel Area		Existing Development	Current Zoning	Current Allowable F.A.R. <sup>(1)</sup>	Current Allowable Height <sup>(1)</sup>	Current Allowable Development <sup>(1)</sup>	Total Development	Proposed FAR	Proposed Max Height
		SF	ACRES	SF			FEET	SF	SF		FEET
<del>14</del> Andrew Adkins Public Housing Site	West Neighborhood Area	175,000 <sup>(5)</sup>	4.02	148,000	RB	0.75	45	131,000	350,000 to 525,000	TBD	TBD
<del>14A</del> Braddock West	West Neighborhood Area: <u>1352-1362 Madison Street,</u> <u>711-727 N. West Street,</u> <u>1319-1329 Wythe Street</u>	<u>41,398</u>	<u>0.95</u>	<u>11,606</u> <sup>5</sup>	RB	<u>0.75</u>	<u>45</u>	<u>31,049</u>	<u>124,194</u> <sup>10</sup>	Refer to BEMP	Refer to BEMP
<del>14B</del> Andrew Adkins Public Housing Site	West Neighborhood Area	<u>133,602</u>	<u>3.07</u>	<u>98,000</u> <sup>5</sup>	RB	<u>0.75</u>	<u>45</u>	<u>100,202</u>	<u>225,806-400,806</u>	Refer to BEMP	Refer to BEMP



**BMNP Land Use Table (pg. 98)**

Items shown with a ~~strickthrough~~ will be revised to the underlined item. Table is cropped to illustrate revisions to information associated with Site #14 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

SITE		CHARACTER AREA	PARCEL AREA		EXISTING DEVELOPMENT	CURRENT ZONING	RECOMMENDED ZONING	REQUIRED LAND USE	PREFERRED LAND USE (1)
			SF	ACRES	SF				
14	Andrew Adkins Public	West Neighborhood Area	175,000 <sup>(2)</sup>	4.02	148,000	RB	CDD	TBD	TBD
14A	Braddock West	West Neighborhood Area: 1352-1362 Madison Street, 711-727 N. West Street, 1319-1329 Wythe Street	41,398 <sup>3</sup>	0.95	11,606	RB	OCH	Refer to BEMP	Refer to BEMP
14B	Andrew Adkins Public	West Neighborhood Area	133,602 <sup>3</sup>	3.07	98,000	RB	CDD	Refer to BEMP	Refer to BEMP

**BEMP Table 3: Land Use (pg. 37)**

Items shown with a ~~strickthrough~~ will be revised to the underlined item. Table is cropped to illustrate revisions to information associated with the site for purposes of this report only. The actual table within the BEMP will represent all sites.

Site	Parcel Area		Existing Development	Current Zoning	Recommended Zoning	Required Land Use	Preferred Land Use
	SF	Acres	SF				
<del>Andrew Adkins<sup>(1)</sup></del>	<del>196,000</del>	<del>4.50</del>	<del>148,000</del>	<del>RB</del>	<del>CDD</del>	<del>GF-Retail</del>	<del>Residential, Hotel, Office</del>
<u>Braddock West<sup>(1)</sup>- 1352-1362 Madison Street, 711-727 N. West Street, 1319-1329 Wythe Street</u>	<u>41,398</u>	<u>0.95</u>	<u>11,606</u>	<u>RB</u>	<u>OCH</u>	<u>GF Retail</u>	<u>Residential, Hotel and/or Office</u>
<u>Andrew Adkins Public Housing Site<sup>(1)</sup></u>	<u>133,602</u>	<u>3.07</u>	<u>98,000</u>	<u>RB</u>	<u>CDD</u>	<u>GF Retail</u>	<u>Residential, Hotel and/or Office</u>

(1) Based on a 175,000 sf site area net of Payne Street extension for consistency with the BMNP Land Use and Development Tables



**BEMP Table 5: Development Framework (pg. 47)**

Items shown with a ~~strickethrough~~ will be revised to the underlined item. Table is cropped to illustrate revisions to information associated with the site for purposes of this report only. The actual table within the BEMP will represent all sites.

EXISTING PARCEL							PROPOSED DEVELOPMENT				
Site	Net Parcel Area		Existing Development	Existing Housing Units	Current Allowable FAR	Current Allowable Height	Current Allowable Development	Max Total Development	Approx. Range of Housing Units	Max FAR	Max Height
	SF	Acres	SF			FT	SF	SF			FT
<del>Andrew Adkins</del>	<del>196,000</del>	<del>4.50</del>	<del>148,000</del>	<del>90</del>	<del>0.75</del>	<del>45</del>	<del>147,000</del>	<del>332,500</del>	<del>200-250</del>	<del>2.50</del>	<del>70 West of Payne St; 50 East of Payne St</del>
<u>Braddock West <sup>(1)</sup> 1352-1362 Madison Street, 711-727 N. West Street, 1319-1329 Wythe Street</u>	<u>41,398</u>	<u>0.95</u>	<u>11,606</u>		<u>0.75</u>	<u>45</u>	<u>31,049</u>	<u>124,194 <sup>(2)</sup></u>	<u>180</u>	<u>3.0 w/SUP</u>	<u>50 - 70</u>
<u>Andrew Adkins Public Housing Site <sup>(1)</sup></u>	<u>133,602</u>	<u>3.07</u>	<u>98,000</u>		<u>0.75</u>	<u>45</u>	<u>100,202</u>	<u>225,806-400,806</u>		<u>2.50</u>	<u>50 - 70</u>

(1) Based on a 175,000 sf site area net of Payne Street extension for consistency with the BMNP Land Use and Development Tables

<sup>(1)</sup> Based on a 175,000 sf site area net of Payne Street extension for consistency with the BMNP Land Use and Development Tables





# APPLICATION

## DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # \_\_\_\_\_ Project Name: \_\_\_\_\_

PROPERTY LOCATION: \_\_\_\_\_

TAX MAP REFERENCE: \_\_\_\_\_ ZONE: \_\_\_\_\_

### APPLICANT:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

### PROPERTY OWNER:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

SUMMARY OF PROPOSAL \_\_\_\_\_

MODIFICATIONS REQUESTED \_\_\_\_\_

SUP's REQUESTED \_\_\_\_\_

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.

\_\_\_\_\_  
Print Name of Applicant or Agent

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Mailing/Street Address

\_\_\_\_\_  
Telephone #

\_\_\_\_\_  
Fax #

\_\_\_\_\_  
City and State

\_\_\_\_\_  
Zip Code

\_\_\_\_\_  
Email address

\_\_\_\_\_  
Date

### DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

Fee Paid and Date: \_\_\_\_\_

Received Plans for Preliminary: \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_



**Development Special Use Permit**  
**Property Locations / Tax Map References Attachment**

<b>Property Location</b>	<b>Tax Map Reference</b>
1362 Madison Street	054.03-02-01
1360 Madison Street	054.03-02-02
1356 Madison Street	054.03-02-03
1352 Madison Street	054.03-02-04
727 N. West Street	054.03-02-05
719 N. West Street	054.03-02-06
715 N. West Street	054.03-02-07
711 N. West Street	054.03-02-08
1329 Wythe Street	054.03-02-09
1327 Wythe Street	054.03-02-10
1325 Wythe Street	054.03-02-11
1323 Wythe Street	054.03-02-12
1321 Wythe Street	054.03-02-13
1319 Wythe Street	054.03-02-14



**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.

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

Yes. Provide proof of current City business license.

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



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

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

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

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

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

\_\_\_\_\_  
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.)



3. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).

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

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

Day	Hours	Day	Hours
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

6. 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 from patrons be controlled?

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



8. Provide information regarding trash and litter generated by the use:
- A. What type of trash and garbage will be generated by the use?
  - B. How much trash and garbage will be generated by the use?
  - C. How often will trash be collected?
  - D. How will you prevent littering on the property, streets and nearby properties?
9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes.                      No.

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

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

Yes.                      No.

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



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

#### 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?

\_\_\_\_\_

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

\_\_\_\_\_ Standard spaces  
\_\_\_\_\_ Compact spaces  
\_\_\_\_\_ Handicapped accessible spaces  
\_\_\_\_\_ Other



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

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

---

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?
- B. How many loading spaces are available for the use?
- C. Where are off-street loading facilities located?
- D. During what hours of the day do you expect loading/unloading operations to occur?
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

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?





## APPLICATION

☐ Master Plan Amendment MPA# \_\_\_\_\_  
☐ Zoning Map Amendment REZ# \_\_\_\_\_

PROPERTY LOCATION: Various parcels. Please see attachment.

### APPLICANT

Name: West Street Acquisitions LLC

Address: 4401 Wilson Boulevard, Suite 600, Arlington VA 22203

### PROPERTY OWNER:

Name: West Street Acquisitions LLC

Address: 4401 Wilson Boulevard, Suite 600, Arlington VA 22203

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.

Casey L. Nolan

Print Name of Applicant or Agent

Signature 

4401 Wilson Blvd., Suite 600

703-781-2010

703-294-4775

Mailing/Street Address

Telephone #

Fax #

Arlington, VA

22203

8/17/2020

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.) Land Area (acres)
1 Please see attachment. _____	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____

## PROPERTY OWNERSHIP

[ ] Individual Owner

[x] Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 3% interest in such corporation or partnership.

1. Name: CV Assets LLC Extent of Interest: +/- 85%  
Address: 4401 Wilson Boulevard, Suite 600, Arlington VA 22203
2. Name: West and Wythe LLC Extent of Interest: +/- 15%  
Address: 4401 Wilson Boulevard, Suite 600, Arlington VA 22203
3. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_
4. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_



**Master Plan Amendment/Rezoning Application**  
**Subject Property Attachment**

<b>Address / Tax Map Reference</b>	<b>Land Use Existing/Proposed</b>	<b>Master Plan Designation Existing/Proposed</b>	<b>Zoning Designation Existing/Proposed</b>	<b>Frontage (ft.) Land Area (Acres)</b>
1362 Madison Street / 054.03-02-01	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	35.4 ft. 0.06910 ac
1360 Madison Street / 054.03-02-02	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	32 ft. 0.06244 ac
1356 Madison Street / 054.03-02-03	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	32 ft. 0.06244 ac
1352 Madison Street / 054.03-02-04	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	32 ft. 0.06244 ac
727 N. West Street / 054.03-02-05	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	48 ft. 0.12645 ac
719 N. West Street / 054.03-02-06	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	32 ft. 0.08448 ac
715 N. West Street / 054.03-02-07	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	48 ft. 0.12672 ac
711 N. West Street / 054.03-02-08	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	32 ft. 0.08420 ac
1329 Wythe Street / 054.03-02-09	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	19.4 ft. 0.03788 ac
1327, 1325, 1323 Wythe Street / 054.03-02-10; -11; -12	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	48 ft. 0.09366 ac
1321, 1319 Wythe Street / 054.03-02-13; -14	Single-Family / Multi-Family and Ground Level Retail	Braddock Metro	RB / OCH	40 ft. 0.07805 ac



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:

Proposed amendments permit redevelopment as generally contemplated by the Master Plan, absent consolidation of surrounding properties. Applicant and Staff have identified necessary changes to Plan to accommodate proposed redevelopment. Additional amendments required to enact City's request to rezone properties to OCH Zone.
- 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:

As mentioned above, rezoning to the OCH District has been proposed by City Staff as the most appropriate and effective replacement for the current RB zoning of the properties. Corresponding amendments to the relevant portions of the Braddock Road Metro Station Small Area Plan (1992), the Braddock Metro Neighborhood Plan (2008), and the Braddock East Master Plan (2008) will permit desirable redevelopment absent consolidation of adjacent parcels.
- 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.

Please see associated Development Special Use Permit application for additional and specific details.
- 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):

N/A



**Master Plan/Rezoning Narrative Statement**  
**Braddock West**

By way of background, the proposed Braddock West development envisions a 180 unit multifamily residential development in the Braddock Metro Neighborhood, on an assemblage of properties comprising a total site area of 41,398 sq. ft. (the “Properties”).

In order to permit the proposed development for Braddock West, the Applicant and Staff have identified a rezoning, as well as a series of changes to existing master plan documentation that must be achieved in tandem with the approval of the associated DSUP application. These changes include the following:

**1. Rezoning**

- a. The Applicant, upon recommendation of city staff, requests a rezoning of the Properties from their current RB zone to the OCH zoning district.

**2. Master Plan Amendments**

Generally, the Braddock Road Metro Station Plan (1992), the Braddock Metro Neighborhood Plan (2008), and the Braddock East Master Plan (2008) require amending to reflect the removal of the Properties from the Andrew Adkins Public Housing Site.

Recommendations for the rezoning of the Properties should, where appropriate, be amended to reflect a recommendation for rezoning to the OCH district, consistent with the request for rezoning discussed above. The proposed FAR of the Properties should reflect the 3.0 FAR proposed (prior to applicability of Sec. 7-700 bonus density for the provision of affordable housing), and where the maximum height of development is addressed, it should be amended to reflect the proposed maximum height (prior to applicability of Sec. 7-700 bonus height for the provision of affordable housing).

The Applicant has, based on feedback from staff, identified the following changes:

**a. Braddock Road Metro Station Plan (1992) (“BRMSP”)**

- i. The Land Use Map on page 33 of the BRMSP should be updated to reflect a recommended/proposed use of the OCH zone, which city staff has agreed is preferable to existing recommendations.
- ii. The Braddock Road Metro Station Height Limits map, on page 50 of the BRMSP, must also be revised to reflect the maximum proposed height.

**b. Braddock Metro Neighborhood Plan (2008) (“BMNP”)**



- i. Page 96 of the BMNP should be updated to remove the Properties from the proposed Andrew Adkins Public Housing Site and placed into a new item 18 “Braddock West” development.
- ii. Page 97 of the BMNP should be updated to align with the changes requested for Page 96, separating out the Braddock West development from the Andrew Adkins Public Housing Site.
- iii. Page 98 of the BMNP should be updated to align with the changes requested above, with the Braddock West development being recommended for the OCH zone.

c. **Braddock East Master Plan (2008) (“BEMP”)**

- i. The Development Framework on pages 5 and 46 of the BEMP should be revised to reflect a proposed maximum height per the Braddock West preliminary site plan submission.
- ii. Table 3 Land Use on page 37 should be revised to reflect the removal of the Properties from the Andrew Adkins site, and list a separate “Braddock West” project with a parcel area, recommended zoning, and preferred land use all consistent with the Braddock West preliminary site plan.
- iii. Table 5: Development Framework on page 47 should be revised to adjust the parameters of the Andrew Adkins proposed development as discussed above, and to insert a new Braddock West development with maximum total development, range of housing units, FAR, and heights all consistent with the preliminary site plans for Braddock West.



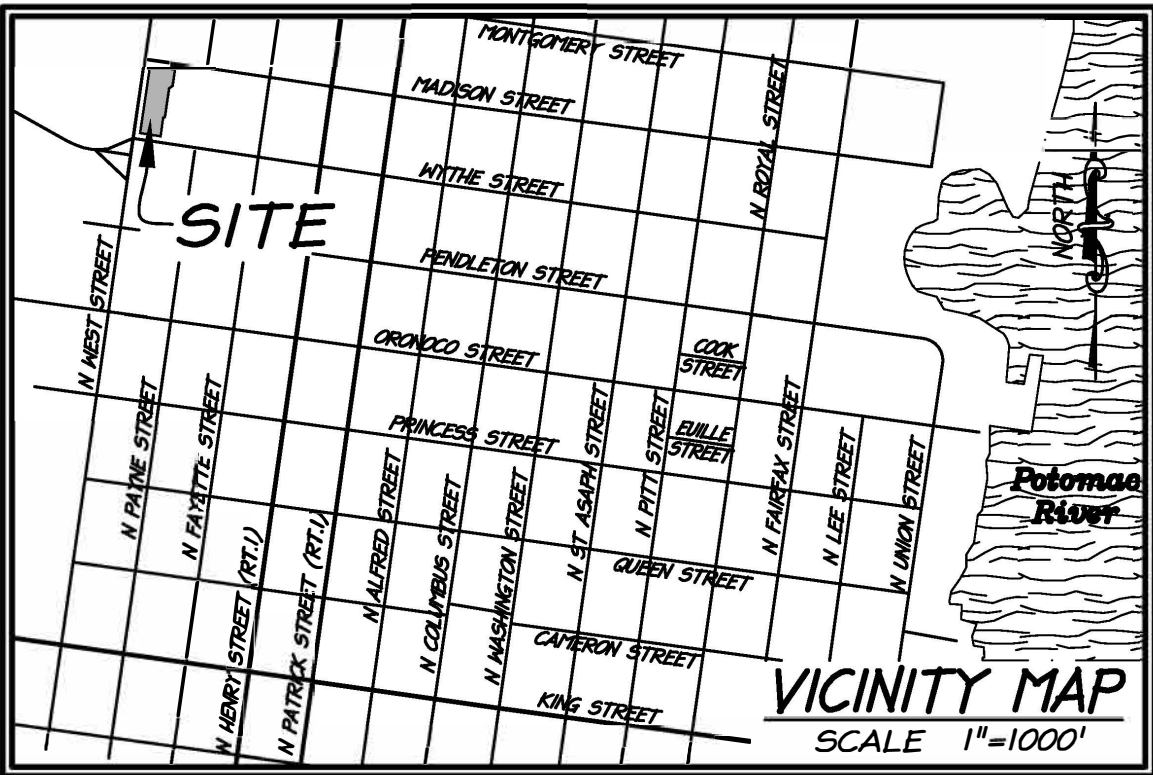
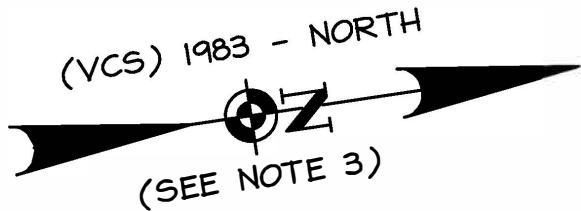
GENERAL NOTES

1. TAX ASSESSMENT MAP NUMBERS AND OWNERSHIP FOR THE PARCELS SHOWN HEREON ARE AS FOLLOWS:

054.03-02-01, 054.03-02-02 WEST STREET ACQUISITIONS, LLC INSTRUMENT #170004707	054.03-02-08 WEST STREET ACQUISITIONS, LLC INSTRUMENT #170009802
054.03-02-03, 054.03-02-04 WEST STREET ACQUISITIONS, LLC INSTRUMENT #170004702	054.03-02-09 WEST STREET ACQUISITIONS, LLC INSTRUMENT #170004698
054.03-02-05 WEST STREET ACQUISITIONS, LLC INSTRUMENT #170004701	054.03-02-10, 054.03-02-11, 054.03-02-12 WEST STREET ACQUISITIONS, LLC INSTRUMENT #180004129
054.03-02-06 WEST STREET ACQUISITIONS, LLC INSTRUMENT #170004700	054.03-02-13, 054.03-02-14 WEST STREET ACQUISITIONS, LLC INSTRUMENT #170006858
054.03-02-07 WEST STREET ACQUISITIONS, LLC INSTRUMENT #170004699	054.03-02 (ALLEYS) CITY OF ALEXANDRIA DEED BOOK 88 PAGE 452 (REQUEST FOR VACATION OF ALLEYS PENDING)

2. THE COMBINED AREA OF ALL LOTS AND ALLEYS IS 41,400 SQ. FT. OR 0.95040 ACRES.

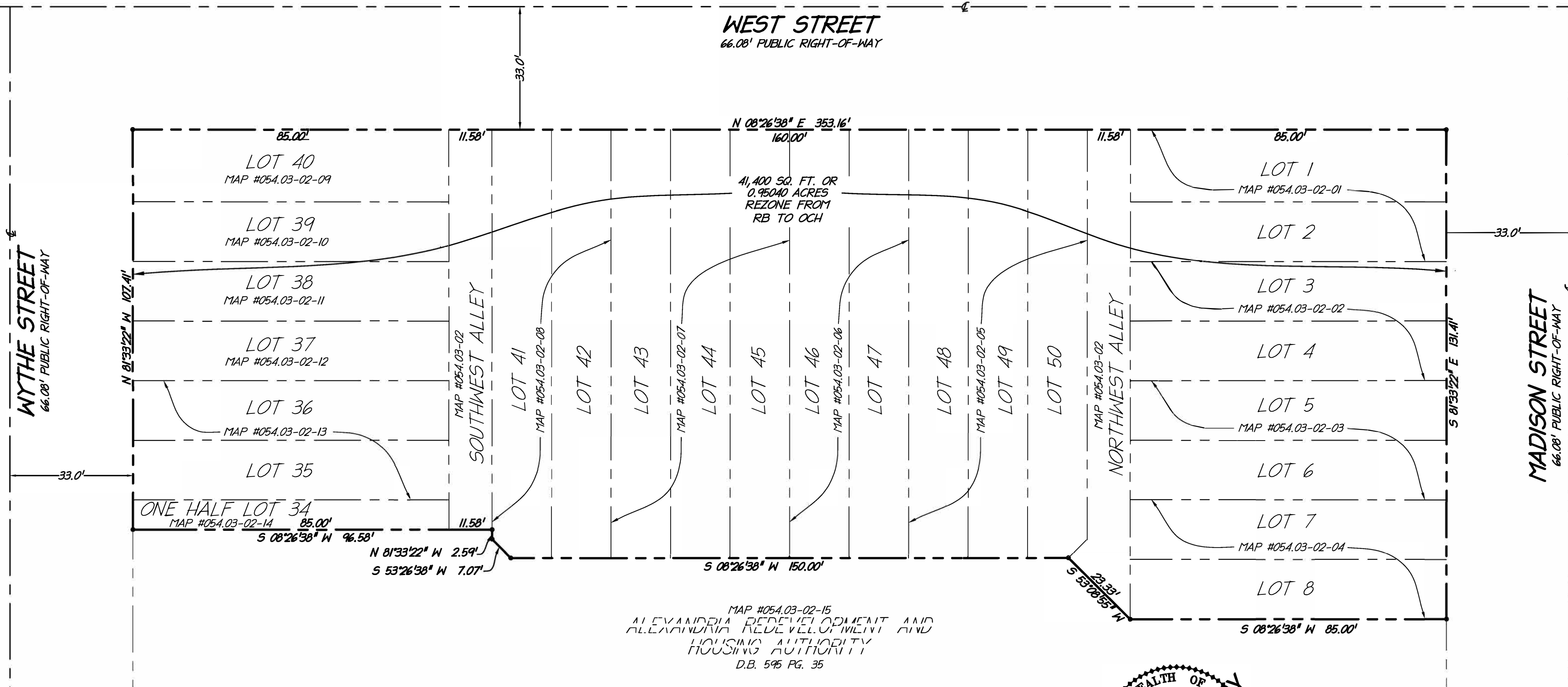
3. HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD 83) - VIRGINIA STATE GRID NORTH ZONE AS ESTABLISHED FROM AN ALTA SURVEY PERFORMED BY THIS FIRM.





**christopher**  
consultants

9301 innovation drive (suite 150) • manassas, va 20110  
phone 703.393.9887 • fax 703.273.6820



**LOTS 1 - 8, WESTERN HALF LOT 34, LOTS 35 - 50 AND ALLEYS**  
**BRADDOCK WEST**  
CITY OF ALEXANDRIA, VIRGINIA

PROJ:	15067.003.00
SCALE:	N/A
DATE:	08/12/20
REV:	
DRAWN:	PGS
CHECKED:	KLS

SHEET NO.	1 OF 1
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Rev#	DATE	REVISION



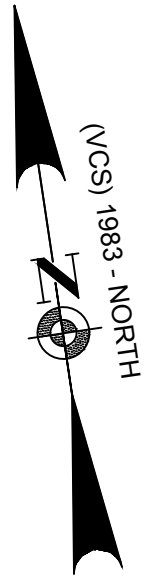
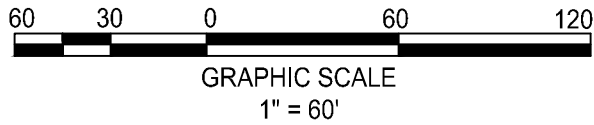
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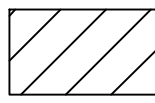
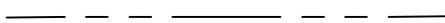

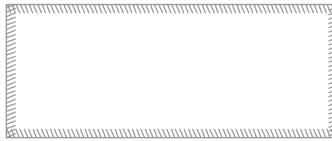
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B

A



LEGEND

-  SITE
-  PROPERTY LINE
-  EXISTING BUILDING HEIGHT
-  EXISTING BUILDING

HEIGHTS OF ADJACENT BUILDINGS

- EXISTING BUILDING HEIGHT RANGE APPROX.: 85' TO 55'
- EXISTING BUILDING HEIGHT APPROX.: 95'
- EXISTING BUILDINGS HEIGHT RANGE APPROX.: 37' TO 27'
- EXISTING BUILDING HEIGHT APPROX.: 30'
- EXISTING BUILDING HEIGHT APPROX.: 30'



**christopher**  
consultants  
9900 main st  
suite 400  
fairfax, va 22031  
engineering • surveying • land planning

DRAFT

BRADDOCK WEST  
PRELIMINARY DSUP  
CITY OF ALEXANDRIA, VIRGINIA

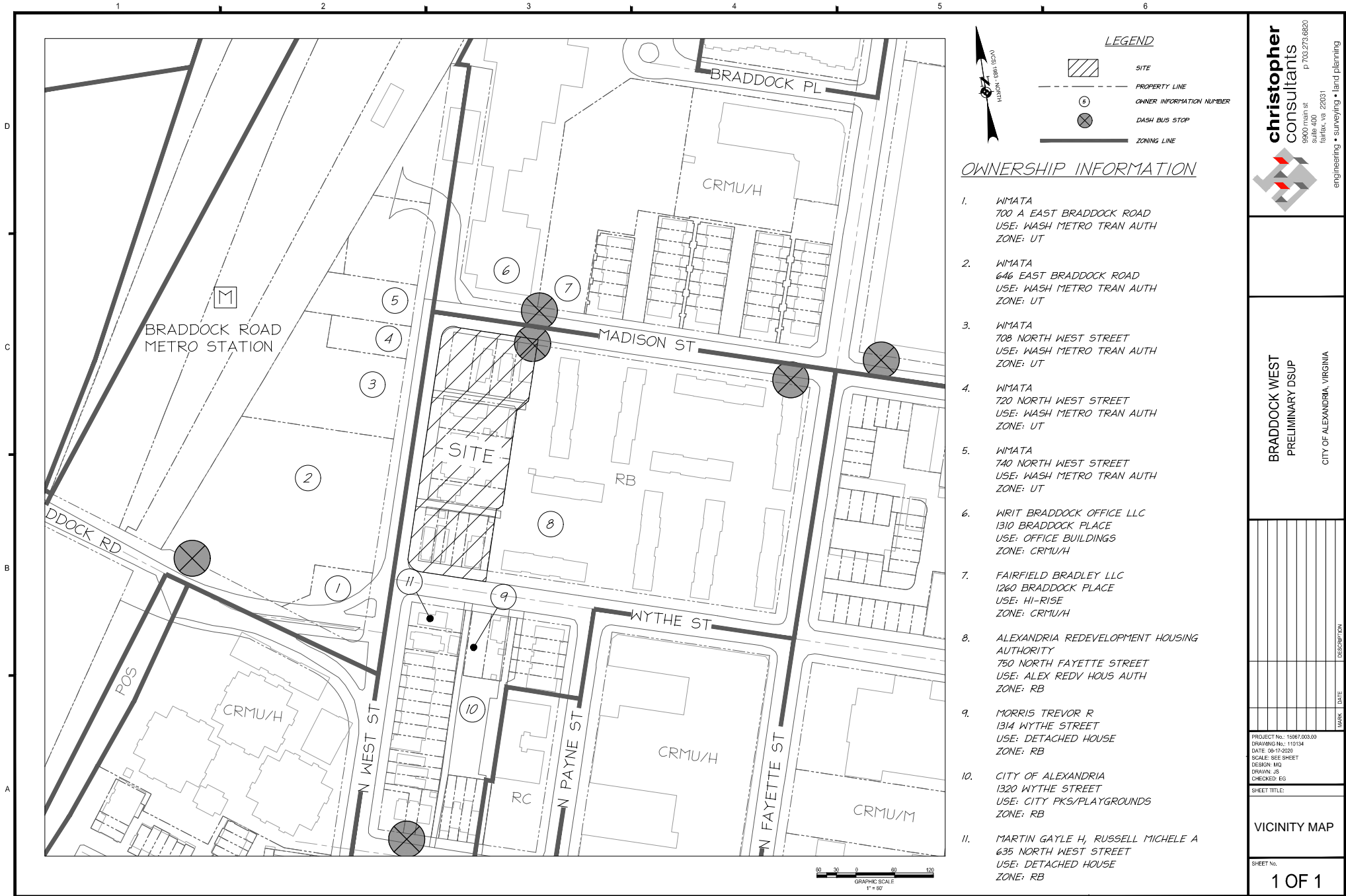
MARK	DATE	DESCRIPTION

PROJECT No.: 15067.003.00  
DRAWING No.: 110134  
DATE: 08-17-2020  
SCALE: SEE SHEET  
DESIGN: MQ  
DRAWN: JS  
CHECKED: EG

SHEET TITLE:  
**HEIGHT OF  
ADJACENT  
BUILDINGS**

SHEET No.  
**1 OF 1**







APPLICATION for VACATION # \_\_\_\_\_

PROPERTY LOCATION: \_\_\_\_\_

TAX MAP REFERENCE: \_\_\_\_\_ ZONE: \_\_\_\_\_

APPLICANT'S NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PROPERTY OWNER NAME: \_\_\_\_\_

(Owner of abutting area to be vacated)

ADDRESS: \_\_\_\_\_

VACATION DESCRIPTION: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

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

THE UNDERSIGNED having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article 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 their knowledge and belief.

\_\_\_\_\_  
*Print Name of Applicant or Agent*

\_\_\_\_\_  
*Mailing/Street Address*

\_\_\_\_\_  
*City and State      Zip Code*

  
\_\_\_\_\_  
*Signature*

\_\_\_\_\_  
*Telephone #      Fax #*

\_\_\_\_\_  
*Date*



**Vacation Application**  
**Property Locations / Tax Map References Attachment**

<b>Property Location</b>	<b>Tax Map Reference</b>
1362 Madison Street	054.03-02-01
1360 Madison Street	054.03-02-02
1356 Madison Street	054.03-02-03
1352 Madison Street	054.03-02-04
727 N. West Street	054.03-02-05
719 N. West Street	054.03-02-06
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711 N. West Street	054.03-02-08
1329 Wythe Street	054.03-02-09
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1325 Wythe Street	054.03-02-11
1323 Wythe Street	054.03-02-12
1321 Wythe Street	054.03-02-13
1319 Wythe Street	054.03-02-14



# 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 ten 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. CV Assets LLC	4401 Wilson Boulevard, Suite 600, Arlington VA 22203	+/- 85%
2. West and Wythe LLC	4401 Wilson Boulevard, Suite 600, Arlington VA 22203	+/- 15%
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at \_\_\_\_\_ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten 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. Same as above for Applicant.		
2.		
3.		

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

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

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

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

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Signature



## Instructions for Vacation of Right-of-Way Applications

The vacation of a public right-of-way for a street or alley, emergency vehicle easements, sewer easements and other public easements or rights-of-way in the City of Alexandria, Virginia must be approved by the Alexandria City Council through public hearings.

1. **FILING DEADLINE:** Applications are encouraged to be submitted by the 'Recommended Submission Date for Completeness Review,' as listed on the Hearing Schedule and Filing Deadlines form on our Forms webpage. Applications are not docketed for a particular hearing until they are deemed complete by staff. Submission by the final filing deadline for a certain hearing does not guarantee the application being docketed for that hearing.
2. **APPLICATION FORMS:** Vacation applications must contain a written legal metes and bounds description dimensions and square footage of the area to be vacated, and a PDF of a plat showing the proposed area to be vacated.
3. **PLANS:** Applicants must submit a PDF of a scaled survey and/or other scaled plans with the vacation application.
4. **FILING FEES:** Applicants must submit a filing fee with the application. Exact fee amount may be obtained from the Planning staff. Applicants are also required to pay a Viewer's Fee of \$50.00 per viewer (not less than three or more than five viewers) within 30 days after the viewer's report is submitted to the City Council. Failure to pay the Viewer's Fee within the designated time period will stop the process and no vacation ordinance will be written by the City Attorney.
5. **PROPERTY OWNER NOTIFICATION:** The applicant must provide written notice to all abutting and facing property owners. (See attached detailed instructions). Failure to send accurate or correct notices will result in deferral of the application to a later hearing date.
6. **STAFF REPORT:** A staff report with recommendation will be prepared and made available in the Department of Planning and Zoning office. The report is typically available 7 business days prior to the Planning Commission Public Hearing.
7. A quitclaim deed must be submitted after City Council approval of a vacation.

**NOTE:** The vacation process must be completed prior to approval of any building permits that may be submitted.

FOR ASSISTANCE WITH ANY OF THESE PROCEDURES  
CALL THE DEPARTMENT OF PLANNING & ZONING AT 703.746.4666



## DESCRIPTION

### NORTHWEST ALLEY (Deed Book 89 Page 1)

Square bounded by N. West Street to the West, Wythe Street to the South,  
N. Fayette Street to the East and Madison Street to the North

Lying and being in  
City of Alexandria, Virginia

But more particularly described by metes and bounds as follows:

Beginning at a remote point of beginning being the intersection of the easterly line of N. West Street and the southerly line of Madison Street;

Thence departing the southerly line of Madison Street and with the easterly line of N. West Street and the westerly line of Lot 1 - S 08°26'38" W a distance of 85.00 feet to a point being the northwest corner of a Public Alley (Deed Book 89 Page 1) and the true point of beginning;

Thence departing N. West Street and with the southerly lines of Lots 1 through 8 - S 81°33'22" E a distance of 131.41 feet to a point on the westerly line of N/F Alexandria Redevelopment and Housing Authority (Deed Book 595 Page 35) said point also being the westerly line of an existing Alley Easement (Deed Book 624 Page 460 et al);

Thence departing the southerly lines of Lots 1-8 and with the westerly line of N/F Alexandria Redevelopment and Housing Authority S 53°08'55" W a distance of 23.33 feet to a point on the northerly line of Lot 50;

Thence departing the westerly line of N/F Alexandria Redevelopment and Housing Authority and with the northerly line of Lot 50 N 36°33'22" W a distance of 7.07 feet to a point and N 81°33'22" W a distance of 110.00 feet to a point on the easterly line of N. West Street;

Thence departing the northerly line of Lot 50 and with the easterly line of N. West Street N 08°26'38" E a distance of 11.58 feet to the point and place of beginning.

**Containing an area of 1,480 square feet or 0.0340 acres, more or less.**



## DESCRIPTION

### SOUTHWEST ALLEY (Deed Book 89 Page 1)

Square bounded by N. West Street to the West, Wythe Street to the South,  
N. Fayette Street to the East and Madison Street to the North

Lying and being in  
City of Alexandria, Virginia

But more particularly described by metes and bounds as follows:

Beginning at a remote point of beginning being the intersection of the easterly line of N. West Street and the northerly line of Wythe Street;

Thence departing the northerly line of Wythe Street and with the easterly line of N. West Street and the westerly line of Lot 40 - N 08°26'38" E a distance of 85.00 feet to a point being the southwest corner of a Public Alley (Deed Book 89 Page 1) and the true point of beginning;

Thence continuing with the easterly line of N. West Street N 08°26'38" E a distance of 11.58 feet to a point on the southerly line of Lot 41;

Thence departing N. West Street and with the southerly line of Lot 41 - S 81°33'22" E a distance of 107.41 feet to a point on the westerly line of N/F Alexandria Redevelopment and Housing Authority (Deed Book 595 Page 35) said point also being the westerly line of an existing Alley Easement (Deed Book 624 Page 460 et al);

Thence departing the southerly line of Lot 41 and with the westerly line of N/F Alexandria Redevelopment and Housing Authority S 08°26'38" W a distance of 11.58 feet to a point on the northerly line of the western half of Lot 34;

Thence departing the westerly line of N/F Alexandria Redevelopment and Housing Authority and with the northerly lines of Lots 34-40 N 81°33'22" W a distance of 107.41 feet to the point and place of beginning.

**Containing an area of 1,244 square feet or 0.0286 acres, more or less.**



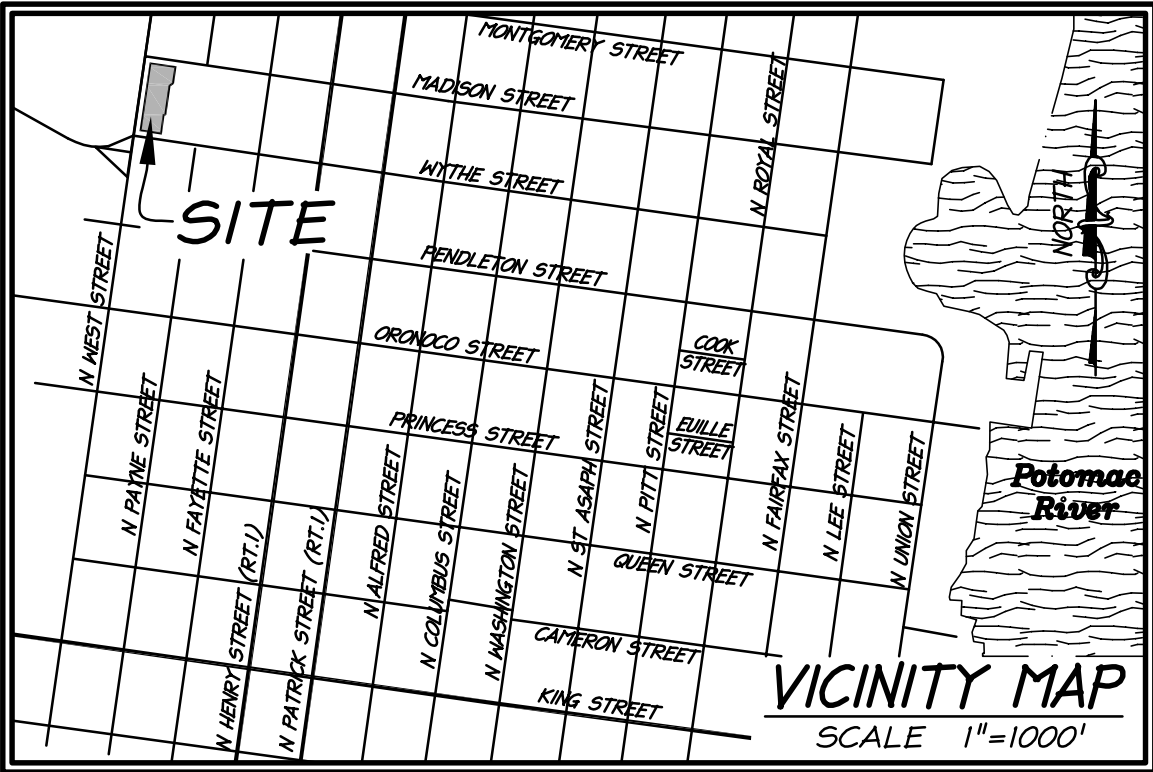
GENERAL NOTES

1. THE PROPERTY SHOWN HEREON IS IDENTIFIED ON THE CITY OF ALEXANDRIA TAX ASSESSMENT MAP AS PARCEL 054.03-02 AND IS ZONED RB.
2. THE PROPERTY SHOWN HEREON IS NOW IN THE NAME OF THE CITY OF ALEXANDRIA AS RECORDED IN DEED BOOK 88 PAGE 452, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA.
3. NO CURRENT TITLE REPORT WAS FURNISHED FOR THE PREPARATION OF THIS PLAT. ALL EXISTING EASEMENTS SHALL REMAIN IN FULL FORCE AND EFFECT.
4. HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD 83) - VIRGINIA STATE GRID NORTH ZONE AS ESTABLISHED FROM AN ALTA SURVEY PERFORMED BY THIS FIRM.
5. THE PROPERTIES SHOWN HEREON ARE LOCATED ON THE FLOOD INSURANCE RATE MAP NO. 5155190033E, EFFECTIVE ON 06/16/2011.

BY GRAPHICALLY DEPICTION ONLY, THE PROPERTY SHOWN HEREON IS SHOWN IN:

- FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

A FIELD SURVEY WAS NOT PERFORMED TO DETERMINE THE FLOOD ZONES LISTED HEREON. AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.



christopher  
consultants

9301 Innovation drive (suite 150) • manassas, va 20110  
phone 703.393.9887 • fax 703.273.6820

VACATION PLAT OF AREAS IDENTIFIED AS  
**NORTHWEST ALLEY & SOUTHWEST ALLEY**  
**BRADDOCK WEST**  
CITY OF ALEXANDRIA, VIRGINIA

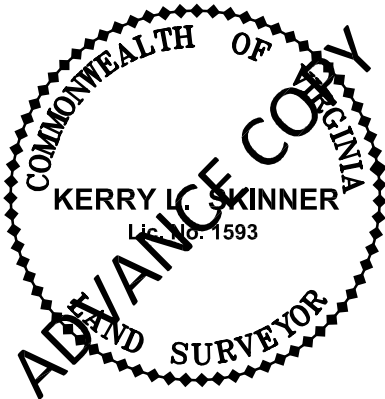
PROJ:  
15067.003.00  
SCALE: N/A  
DATE: 08/12/20  
REV:  
DRAWN: PGS  
CHECKED: KLS

SHEET NO.  
1 OF 2

SURVEYOR'S CERTIFICATE

I, KERRY L. SKINNER, A DULY LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA DO HEREBY CERTIFY THAT I HAVE CAREFULLY PLATTED THE PROPERTY DELINEATED BY THIS PLAT, AND THAT IT IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THIS IS A VACATION OF THE LAND OF THE CITY OF ALEXANDRIA AS ACQUIRED BY THEM AT DEED BOOK 88 PAGE 452 AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, AND IS WITHIN THOSE BOUNDARIES.

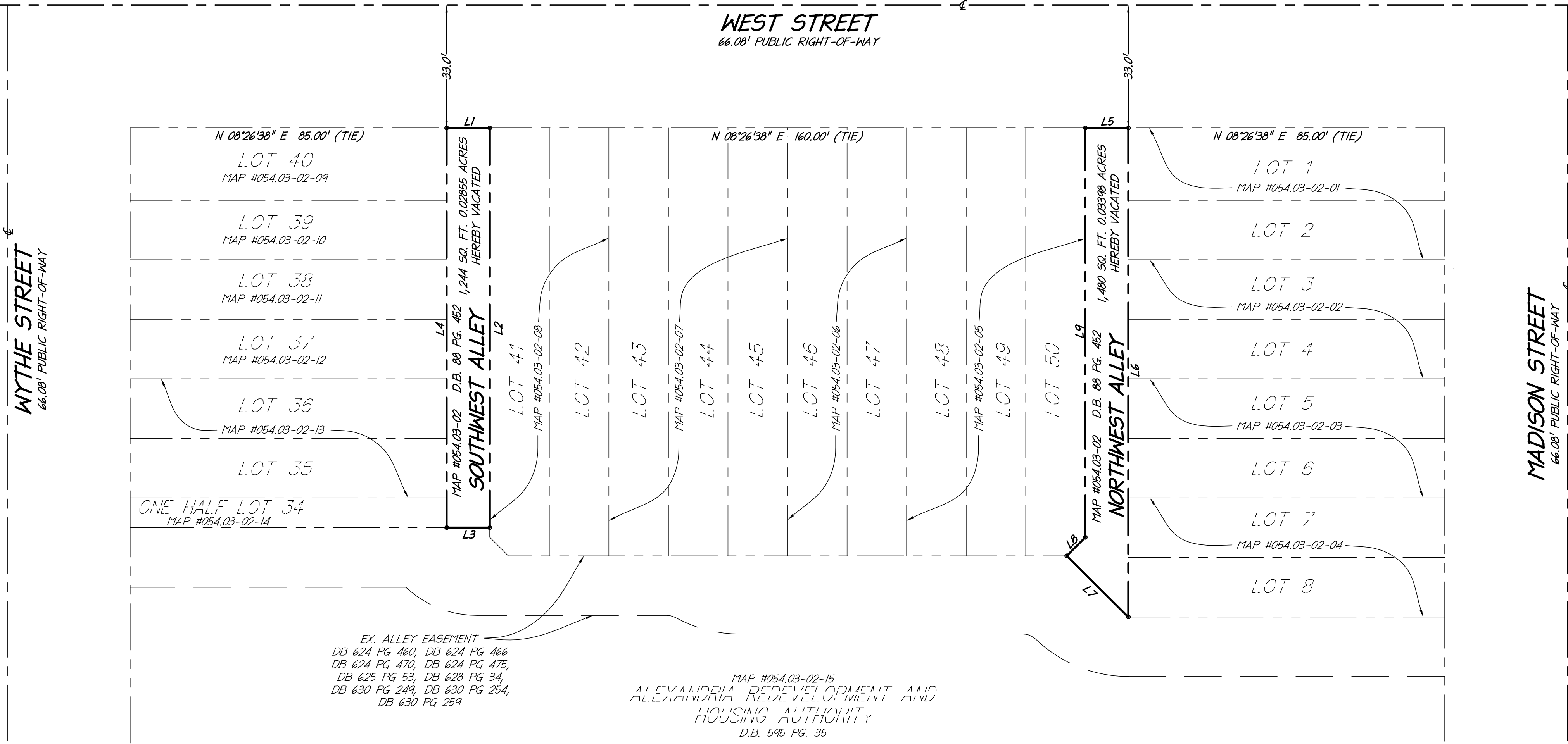
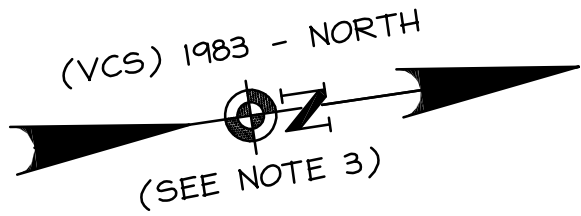
DATE KERRY L. SKINNER NO. 1593



APPROVED CITY PLANNING COMMISSION ALEXANDRIA, VA	
DATE	CHAIRMAN
DATE	DIRECTOR OF PLANNING
PUBLIC IMPROVEMENT BOND(S) APPROVED	
DATE	DIRECTOR T.&E.S.

Rev#	DATE	REVISION



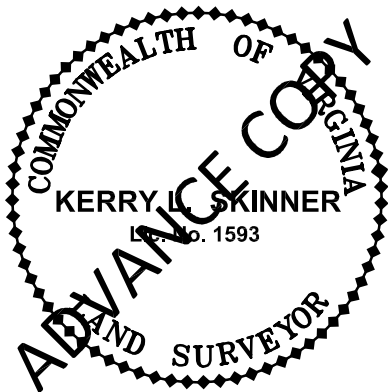
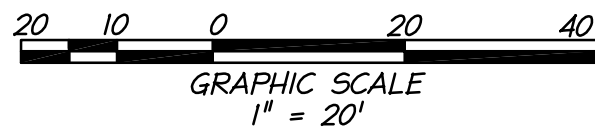


EX. ALLEY EASEMENT  
DB 624 PG 460, DB 624 PG 466  
DB 624 PG 470, DB 624 PG 475,  
DB 625 PG 53, DB 628 PG 34,  
DB 630 PG 249, DB 630 PG 254,  
DB 630 PG 259

MAP #054.03-02-15  
ALEXANDRIA REDEVELOPMENT AND  
HOUSING AUTHORITY  
D.B. 595 PG. 35

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 08°26'38" E	11.58'
L2	S 81°33'22" E	107.41'
L3	S 08°26'38" W	11.58'
L4	N 81°33'22" W	107.41'
L5	N 08°26'38" E	11.58'
L6	S 81°33'22" E	131.41'
L7	S 53°08'55" W	23.33'
L8	N 36°33'22" W	7.07'
L9	N 81°33'22" W	110.00'



VACATION PLAT OF AREAS IDENTIFIED AS  
**NORTHWEST ALLEY & SOUTHWEST ALLEY**  
**BRADDOCK WEST**  
CITY OF ALEXANDRIA, VIRGINIA

PROJ:  
15067.003.00  
SCALE: 1"=20'  
DATE: 08/12/20  
REV:  
DRAWN: PGS  
CHECKED: KLS  
SHEET NO.



December 1, 2020

**Via Email**

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

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

Dear Chair Macek and Members of the Planning Commission:

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

**Conditions #68 and #69**

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

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



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

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

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

### **Condition #130**

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

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

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



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

130. Pursuant to the Braddock Metro Neighborhood Plan, a contribution is required to both the Braddock Open Space Fund and the Braddock Community Amenities Fund. Current contribution amounts based on the formulas approved by City Council in 2009 are as follows:
- a. \$0.67 (2020\$) per as-built gross square foot towards the Braddock Community Amenities Fund, excluding gross square footage from 2.5 to 3.0 FAR, and that gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance; and,
  - b. \$4.36 (2020\$) per as-built gross square foot towards the Braddock Open Space Fund, excluding gross square footage from 2.5 to 3.0 FAR, and that gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance.

Thank you for your consideration of these revisions.

Sincerely,

A handwritten signature in blue ink that reads "Jonathan P. Rak". The signature is written in a cursive, flowing style.

Jonathan P. Rak

cc: Karl Moritz  
Michael Swidrak



# City of Alexandria, Virginia

## MEMORANDUM

**DATE:** DECEMBER 1, 2020

**TO:** CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION

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

**SUBJECT:** DSUP #2020-10027 / BRADDOCK WEST

### **ISSUE:**

Response to Commissioner questions and updated information.

### **Vacation**

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

### **Housing Contributions**

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

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

### **Small Area Plan Contributions**

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



### **Rezoning: OCH vs. CDD**

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

### **Master Plan Conformity**

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

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

### **Site History**

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

### **Sanitary Sewer**

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

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



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

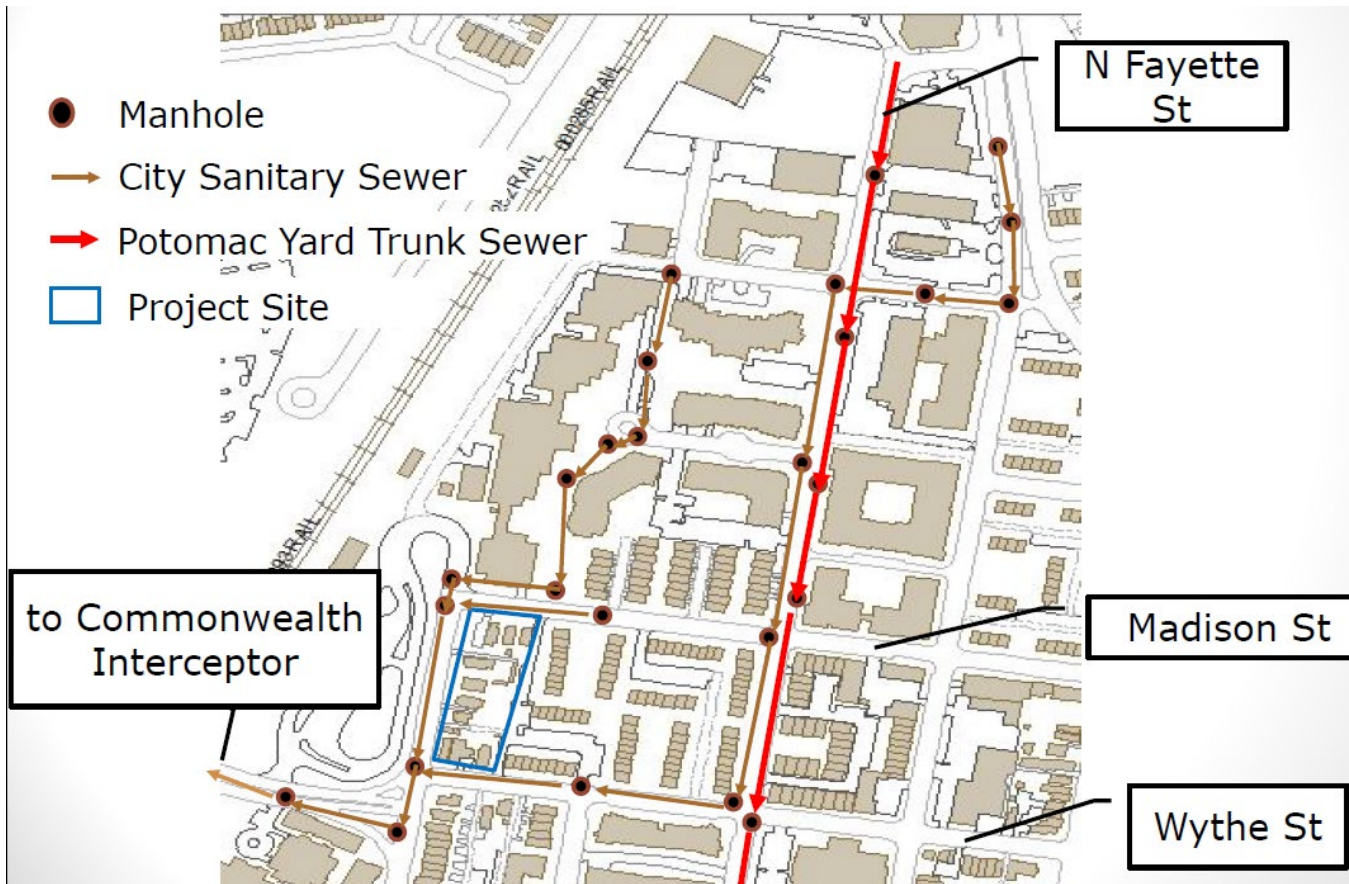


Figure 1. Existing Conditions.



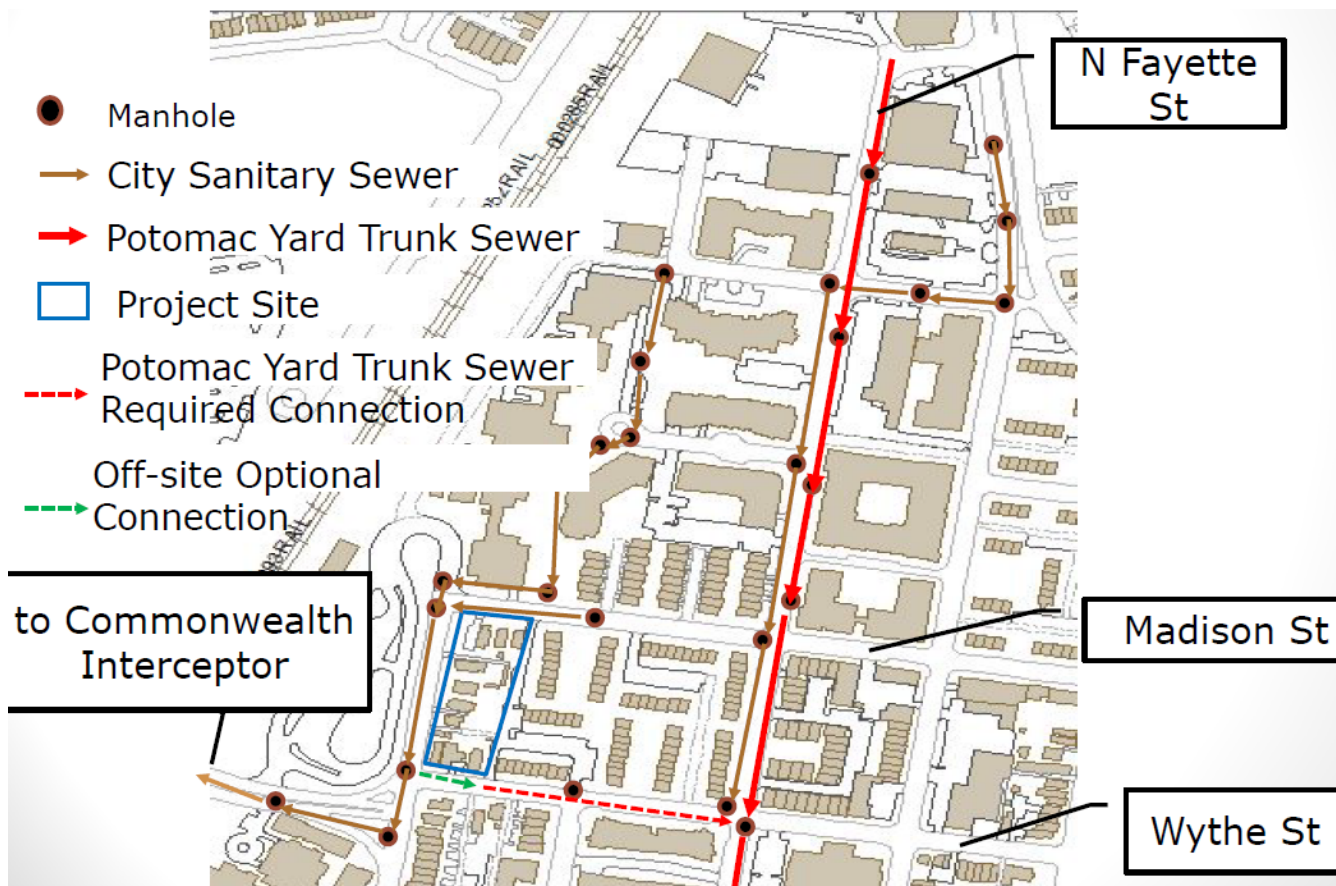


Figure 2. Staff recommended proposed condition with connection to PYTS and optional off-site connection.

### Updated Conditions

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

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



- d. Provide payment prior to the approval of the vacation plat and/or to the satisfaction of the Directors of P&Z, T&ES and the Office of Real Estate Assessments.
  - e. If staff determines that the two public alleys within the site area are private and not City-owned, the applicant will not be subject to the provisions of this condition.  
(T&ES) (P&Z) \*
77. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid ~~per block face~~ dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) \*
78. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of three (3) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band ~~per block face~~ dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in[AB1] [AB2] [AB3] the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) \*

**STAFF:**

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





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*Keith Pettigrew, Chief Executive Officer*

Date: November 30, 2020

Nathan Macek,  
Chair Planning Commission  
City of Alexandria

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

Dear Mr. Macek,

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

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

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

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

Sincerely,

DocuSigned by:  
  
9012967DE8D5451...  
Keith Pettigrew  
Chief Executive Officer



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

Kenyon Wilker <kenyon96@gmail.com>

Tue 11/24/2020 7:31 AM

To: PlanComm <PlanComm@alexandriava.gov>

Mr. Macek,

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

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

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

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

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

Best Wishes,

Kenyon Wilker

--

K.T.H.W.

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**DISCLAIMER: This message was sent from outside the City of Alexandria email system.  
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**



[EXTERNAL]Braddock West hearing

Judy Noritake <jnoritake@nka-arch.com>

Mon 11/30/2020 1:32 PM

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

***DOCKET ITEM #10***

***Master Plan Amendment #2020-00008***

***Rezoning #2020-00004***

***Development Special Use Permit #2020-10027***

***Transportation Management Plan SUP #2020-00076***

***Vacation #2020-00004***

***727 N. West Street – Braddock West***

Dear Chairman Nacek and members of the Planning Commission:

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

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

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

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

Judy Noritake, President  
Braddock Metro Citizens Coalition

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