

**Master Plan Amendment #2021-00003**  
**Rezoning #2021-00005**  
**Development Special Use Permit #2021-10020**  
**Transportation Management Plan SUP#2021-00056**  
**805, 809, 811, 815 & 823 N. Columbus Street**

Application	General Data	
<b>Project Name:</b> Columbus Flats	PC Hearing:	October 5, 2021
	CC Hearing:	October 16, 2021
	If approved, DSUP Expiration:	October 16, 2024 <sup>1</sup>
	Plan Acreage:	24,994 SF (0.5726)
<b>Location:</b> 805, 809, 811, 815 and 823 North Columbus Street	Current Zone:	RB/Townhouse
	Proposed Zone	CRMU-H/Commercial Residential Mixed Use High
	Proposed Use:	Multifamily residential
	Dwelling Units:	78
	Gross Floor Area:	108,819 SF, including underground garage
<b>Applicant:</b> PT Blooms Development, represented by Kenneth Wire, Attorney	Small Area Plan and historic district:	Braddock Metro Neighborhood Plan, Braddock Road Metro Station Small Area Plan, Old and Historic Alexandria District
	Green Building:	Compliance with City's 2019 Green Building Policy

Purpose of Application
Consideration of a request to construct a 78-unit multifamily residential building.
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 Land Use and Height maps</li> <li>2. Rezoning from RB to CRMU-H</li> <li>3. Development special use permit and site plan</li> <li>4. Special use permit to increase the floor area ratio to 2.5 in the CRMU-H zone</li> <li>5. Special use permit for bonus density for the provision of affordable housing</li> <li>6. Special use permit for a parking reduction</li> <li>7. Special use permit for a transportation management plan (tier one)</li> <li>8. Site plan modifications for crown coverage</li> </ol>

Staff Recommendation: APPROVAL WITH CONDITIONS
<b>Staff Reviewers:</b> 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>

<sup>1</sup> The validity period will be extended consistent with City Council guidance for land-use approvals due to the COVID-19 pandemic.

Stephanie Sample, Urban Planner

[stephanie.sample@alexandriava.gov](mailto:stephanie.sample@alexandriava.gov)

**PLANNING COMMISSION ACTION, OCTOBER 5, 2021:**

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Master Plan Amendment #2021-00003. The motion carried on a vote of 5 to 1, with Commissioner Brown voting against.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Rezoning #2021-00005. The motion carried on a vote of 5 to 1, with Commissioner Brown voting against.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Development Special Use Permit #2021-10020 and TMP SUP #2021-00056, as amended. The motion carried on a vote of 5 to 1, with Commissioner Brown voting against.

**15a. CONDITION ADDED BY PLANNING COMMISSION:** The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (PC)

**Reason:**

The Planning Commission agreed with the staff analysis finding the proposal consistent with the goals of the Braddock Road Metro Station Small Area Plan and the Braddock Metro Neighborhood Plan and recommended that condition 15a be added to allow for greater flexibility using sustainability strategies without requiring a return to Planning Commission and City Council.

Commissioner Brown thanked staff for the detailed response to his memo disagreeing with the recommendation of support for the rezoning and master plan amendment. He said that he would be voting against the project and provided a memo (attached) to City Council expressing his general reservations with the project. Chair Macek responded that he appreciated Commissioner Brown's detailed analysis of the project and thoughtful explanation of his objections.

Vice Chair McMahon asked staff about the proposed single use (residential) in the mixed-use CRMU-H zone and Ms. Sample said that a multifamily building is a permitted use and is consistent with other nearby CRMU zoned single-use residential buildings like the Lineage. Vice Chair McMahon said she supported the project because it provided appropriate development on vacant lots and exemplified the City's goal of locating housing in a transit rich area.

Commissioner Lyle said that she also supported the project, agreeing with the comments made by Vice Chair McMahon, and was pleased that the project was not for a small number of expensive townhouses, which would be an underutilization of this site.

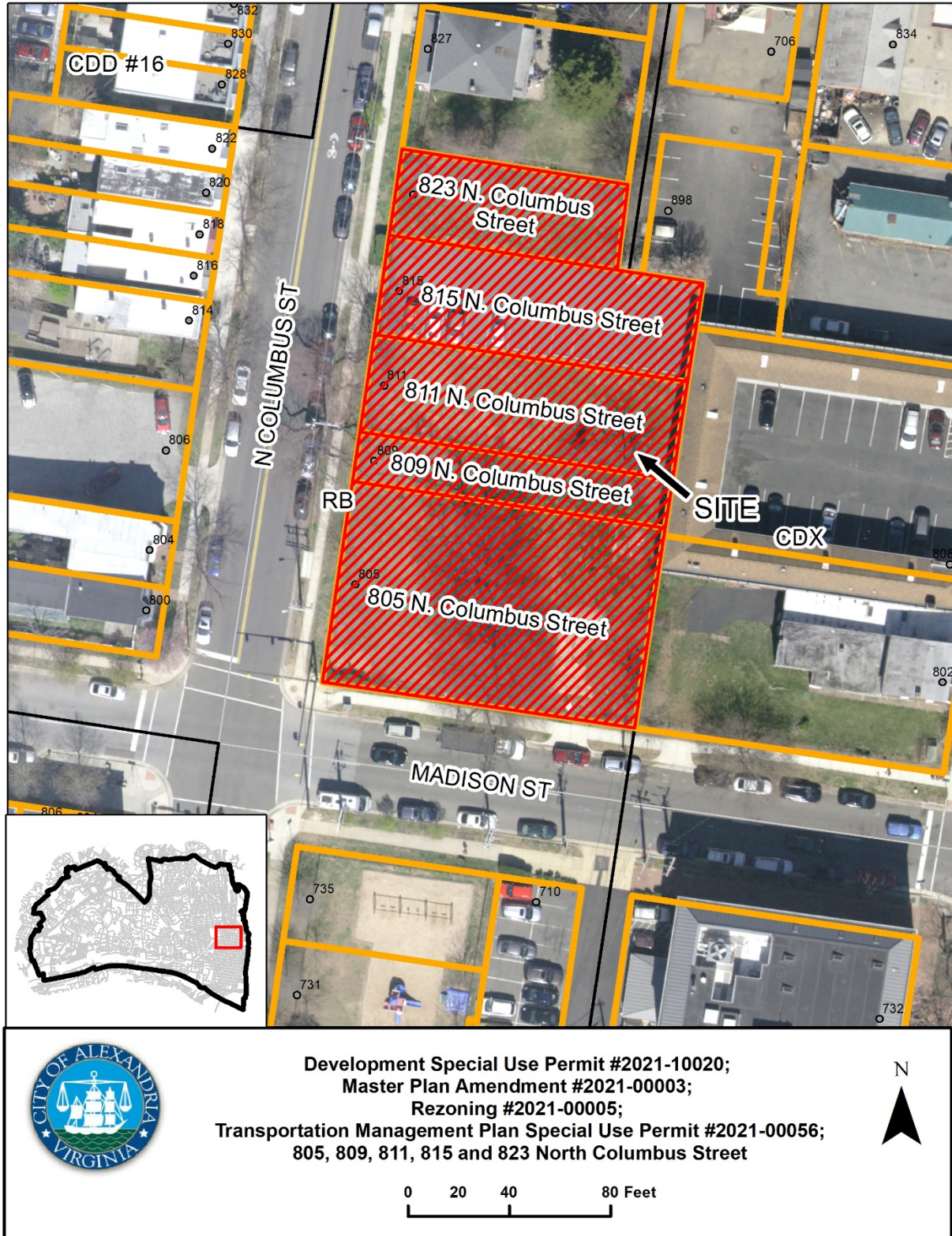
Chair Macek commended staff for achieving a project that maximizes City benefits in a compatible building which provides more housing in an area with many transportation options. He noted that if the affordable units were more deeply affordable there would be a lower parking requirement and he was comfortable with the four-space parking reduction, noting it was required due to a technicality in how required parking is calculated for committed affordable units based on AMI.

Commissioner Brown noted that his vote for denial was consistent with his past positions regarding rezoning and master plan amendments.

Speakers:

Todd Kelly, 822 North Columbus Street, spoke in opposition to the project, saying that he did not support the increase in density, which resulted in a building inconsistent with the townhouses across the street. He said that the CRMU-H mixed-use zone was not appropriate in this location, and that he had concerns about the parking reduction and unbundled parking, which he thought would encourage residents to park on neighborhood streets.

Ken Wire, project attorney, gave some background on the evolution of the project from townhouses to a multifamily building, noting that over ten percent of the units were affordable. He said that building architecture was strongly supported by the Board of Architectural Review.



## **I. SUMMARY**

### ***Recommendation***

Staff recommends **approval** of the request by PT Blooms Development (“the applicant”) for a Development Special Use Permit and associated applications to construct a five-story multifamily condominium building. This development provides a number of benefits for the city and the surrounding community, including:

- Completion of the shared private alley with the Towne Motel project currently under construction to the east of the site;
- Infill development of a partially vacant block near multiple modes of public transportation;
- Inclusion of eight affordable for-sale units and a contribution of \$57,246 to the Housing Trust Fund;
- Streetscape improvements, including widened sidewalks and new street trees along each of the street frontages;
- Madison Street improvements consistent with the Braddock Metro Neighborhood Plan “Walking Street” standards;
- A building meeting the City’s 2019 Green Building Policy;
- High-quality architecture and a green roof;
- Monetary contributions of approximately \$48,000 to the Braddock Community Amenities Fund and \$309,000 to the Braddock Open Space Fund;
- A \$15,000 contribution towards the City’s Capital Bikeshare Fund; and,
- On-site public art or a contribution of approximately \$32,646.

The following issues are evaluated as part of the staff analysis:

- Conformance with the Master Plan and Other City Policies
- Site, Building Design and Board of Architectural Review
- Open Space, Pedestrian and Streetscape Improvements
- Parking and Transportation
- Stormwater Management
- Special Use Permits
- Modifications
- School Impacts
- Community Outreach

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

The applicant proposes to construct a five-story building consisting of 78 condominium units (including eight affordable) at the northeast corner of Madison and North Columbus streets on a currently vacant site. A one-level below-grade parking garage with 69 parking spaces will be accessed from the new private alley constructed as part of the proposed project in coordination with the adjacent Towne Motel project. The tallest portion of the building reaches five stories (50 feet), with street-facing three-story elements transitioning to four stories. There will be an at-grade open entry court on Columbus Street and both private and shared open space for unit owners.

The following approvals are requested:

- Amendments to the Braddock Road Metro Station Small Area Plan Chapter of the Master Plan through updates to the Land Use and Height maps;
- A Map Amendment to amend the zoning from RB to CRMU-H;
- A Development Special Use Permit (DSUP) with site plan to construct a multifamily residential building, including:
  - A Special Use Permit to increase the maximum permitted floor area ratio to 2.5 in the CRMU-H zone;
  - A Special Use Permit for bonus density (in this case, 3.01 FAR) for the provision of affordable housing;
  - A Special Use Permit for a parking reduction;
  - Site Plan Modification for crown coverage;
- A Transportation Management Plan (TMP) Special Use Permit (tier one).

## **II. BACKGROUND**

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

The project site is .57 acres (24,944 square feet) located at the corner of Madison and North Columbus streets, measuring 211 feet along North Columbus and 123 feet on Madison. There is an existing “H” shaped public alley in the middle of the block with access from Montgomery Street. The topography of the site is generally flat but along Madison Street and the future alley it slopes from a low of around 46 feet above sea level to a high of 47.5 feet above sea level at the northwest corner of the project site. Though there were once seven dwelling units on the site, all five parcels have been vacant since the late 1990s.

This area of Old Town features a variety of building heights from the taller buildings along Washington Street and in Old Town North to the lower-scale two-and-three story townhouses on the west side of Columbus Street. Three-story townhouses that are part of the James Bland development are located diagonally across the street. To the north of the site and separated by a parking lot is a two-story brick duplex with another parking lot at the north end of the block. Across Madison Street to the south of the site is a playground associated with the daycare in the former school building owned by St. Joseph’s Catholic Church and the four-story American Statistical Association office building fronting Washington Street. The five-story, 50-foot Towne Motel project immediately to the east is under construction.

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

The five-story condominium building will have 108,819 gross square foot of space (75,188 net, exclusive of parking) and three-, four- and five-story building masses, with the tallest portion at

the center of the site away from Columbus and Madison streets. The 78-unit breakdown includes: 49 one bedrooms, 23 two bedrooms and six (6) three bedrooms, many which include separate dens. Of these, eight will be affordable set-aside for-sale units. The new private alley, which will have a public access easement, will be used to access to the underground parking garage.

The southern side of the parcel fronts Madison Street, which is identified as a “Walking Street” in the Braddock Metro Neighborhood Plan (BMNP). A bulb-out will be constructed at the northwest corner and a 7.75-foot brick-and-concrete hybrid sidewalk (10.67 feet including the portion of the sidewalk on the applicant’s property) will be installed, which will act as a transition between the all brick sidewalk adjacent to the hotel and the concrete sidewalk along Columbus Street. The project will result in the removal of two curb cuts along Columbus Street and one along Madison allowing for uninterrupted sidewalks and nine street trees in front of the project.

The project will include 12,894 square feet of open space, which includes an at-grade courtyard on Columbus Street. The building setbacks allow for a number of terraces and private open spaces for some units, while the rooftop open space (including a potential dog play area) will be shared by all residents, as will the two open spaces on the first floor -- the patio off the gym and the larger rear courtyard. Amenity space in the building includes the gym and a 1,400 square foot party room.



Figure 1: Illustrative site plan

The building typology draws from institutional buildings historically found in the Parker-Gray neighborhood, namely the former Parker-Gray School. Although the site is located within the

boundaries of the Old and Historic Alexandria District, this area is more commonly associated with the Parker-Gray neighborhood. The three-story portions of the building are intended to reflect the residential character immediately across the street. These facades will be constructed of masonry with punched openings and residential bay spacings. Individual entries with canopies will provide direct access to the street from several units. Beyond the residential scale building masses, the four and five-story portions step back so the height is focused in the middle of the site. The recessed building entrance on Columbus Street and the taller building masses have a more contemporary design with light colored masonry and metal features. The north elevation will be largely devoid of openings due to its location primarily on the property line, however the variety of materials on this elevation will provide visual interest prior to any future redevelopment of the rest of the block.



Figure 2: Proposed Columbus Street elevation



Figure 3: Proposed Madison Street elevation



Figure 4: Proposed east (alley) elevation



*Figure 5: Proposed north elevation*

### III. ZONING

*Table 1 – Zoning Tabulations*

<b>Property Address:</b>	805, 809, 811, 815 and 823 North Columbus Street	
<b>Total Site Area:</b>	24,944 SF (0.5726 acres)	
<b>Existing Zone:</b>	RB/Townhouse	
<b>Proposed Zone:</b>	CRMU-H/Commercial residential mixed use (high)	
<b>Current Use:</b>	Vacant and surface parking	
<b>Proposed Use:</b>	Multifamily Residential	
	<b>CRMU-H Permitted/Required</b>	<b>Proposed/Provided</b>
<b>FAR:</b>	2.5 w/SUP	3.0143 <sup>2</sup>
<b>Height:</b>	45 feet	50 feet <sup>3</sup>
<b>Open Space:</b>	9,978 SF (40%)	12,895 SF (51.7%) <sup>4</sup>
<b>Crown Coverage:</b>	6,236 SF (25%)	3,246 (13%) <sup>5</sup>
<b>Residential Parking:</b>	73 spaces <sup>6</sup>	18 Standard spaces (1 ADA space) 51 Compact spaces (2 ADA spaces) 69 spaces <sup>7</sup> Total
<b>Loading spaces:</b>	n/a	0

### IV. STAFF ANALYSIS

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

The site is included within the Braddock Road Metro Station Small Area Plan (BRMSSAP) and Braddock Metro Neighborhood Plan (BMNP) overlay boundaries, though it is not identified as a development site in either document. This proposal requires amendments to the BRMSSAP through updates to the Land Use and Height maps. Staff supports the applicant's request for

<sup>2</sup> Additional .51 FAR requested through Affordable Housing Bonus Density in Z.O. Section 7-700.

<sup>3</sup> Master Plan Amendment to the Braddock Metro Small Area Plan height land use map amendment requested.

<sup>4</sup> Above-grade open space counted.

<sup>5</sup> Crown coverage modification requested.

<sup>6</sup> Minimum parking requirement (.68 space/bedroom) based on additional 5% reduction for proximity to bus routes and 10% reduction for walk score.

<sup>7</sup> Parking reduction requested for four spaces.

additional residential density on this site in order to create more diverse housing options in this transit-rich neighborhood and meet the goals and principles outlined below.

The 1992 BRMSSAP states the following:

*The goals of this plan are to preserve and strengthen the residential areas within the Braddock Road area, to protect residential areas from high density commercial office development abutting existing residential uses, and to encourage mixed use development, to include residential uses, near the metro station.*

The 2008 BMNP further refines these goals by identifying seven guiding principles addressing the plan's overarching theme of neighborhood identity. The most relevant principles are noted below.

*Manage multimodal transportation, parking, and road infrastructure.*

The proposed residential building will locate 78 dwelling units of in a transit-rich and walkable neighborhood which offers multiple bus lines, proximity to Metro and Capital Bikeshare, encouraging multimodal transportation. The project will be required to participate in a Transportation Management Plan (TMP) and will be contributing to the City's TMP fund. The development proposes improvements to the surrounding streets and infrastructure, including street trees, sidewalks, and a public bike rack.

*Achieve varying and transitional heights and scales.*

The project features a variety of building heights by providing three-story residential building massings with individual entries at the street frontages, consistent with the recommendations for building step backs adjacent to designated "walking streets," and five-story portions at the center of the site. The building height variations respect both the scale and character of the adjacent existing townhouses and bridge the transition to the larger buildings to the east.

*Create a sense of place with neighborhood identity, vitality and diversity.*

This project replaces a vacant site with narrow sidewalks and few street trees with wider sidewalks with street trees in an area which transitions from larger-scale commercial buildings on Washington Street (existing and planned) to townhouses. The proposed street entrances to individual units helps to activate the public realm along Madison and Columbus streets. Additionally, the proposal includes eight affordable set-aside units, ensuring the development will provide opportunities for households with a range of incomes to reside in the neighborhood.

*Provide walkable neighborhoods that are secure and feel safe.*

Constructing a new residential building, compatible with the street frontage and adjacent buildings, on this vacant site will provide more "eyes on the street" in this neighborhood and contribute to making the area more safe and secure for visitors and residents alike. The

site design and proposed improvements to the public realm provide safe, walkable streetscapes around the perimeter of the site. Madison Street will comply with the recommendations in the plan for “walking streets” with a wide sidewalk and bulb out at the corner. 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.

Staff supports the applicant’s request to amend the SAP to increase the building height from 45 feet to 50 feet and to change the land use from *Residential Medium (RM)* to *Residential High (RH)*, finding it consistent with the City’s priority of increasing density and affordable housing within proximity to Metro and other transit opportunities and finds the proposal consistent with the principles outlined in the BMNP. The five-foot height increase does not allow for an additional floor, but rather allows the applicant to construct more comfortable floor to ceiling heights and have more flexibility in choosing construction methods. The height of the building will be consistent with the height of the Towne Motel construction adjacent to the east.

#### BMNP Developer Contributions

The BMNP 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, staff recommends that the applicant of 805-823 North Columbus 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 \$48,000 in 2021 dollars to the Braddock Community Amenities Fund and approximately \$314,000 in 2021 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. Rezoning***

The applicant is requesting a rezoning to the CRMU-H (Commercial Residential Mixed Use High) zone. The CRMU-H zone permits density up to 2.5 FAR with a SUP for residential uses. Staff recommends this rezoning for a number of reasons: 1) the proposal is consistent with the principles of the BMNP outlined above and the overarching goal in the SAP to preserve and strengthen residential uses in the plan area; 2) the project meets the City’s criteria for rezoning without a Master Plan study for the area because the 1992 land use map identifies the site as residential,

consistent with the use being proposed; 3) the proposal contains an appropriate density and height for this section of the Braddock neighborhood as it transitions from lower density to higher densities and height along North Washington Street; 4) the increased density associated with the rezoning results in the creation of four (of eight) affordable set-aside units; and, 5) the project provides quality urban design and helps to create a sense of place on a block lacking cohesiveness.

Staff notes this zone is also found in other areas nearby, including the approved redevelopment at 1200 N. Henry Street and 1112 First Street (Aspire), and the recently completed Bloom/Carpenter's shelter. The nearby CRMU-X zone allows for the same densities but is limited to the Old Town North SAP boundaries. It is unclear why this largely vacant parcel was not identified as a development site in either the SAP or the BMNP; most likely that is because the Beulah Baptist church, owner of the property, envisioned constructing a church on this site. The redevelopment of this vacant site with a residential use provides an opportunity to transition from townhouses to the more active uses on Washington Street and Old Town North, creating a stronger connection between the Parker-Gray neighborhood and the Old and Historic Alexandria District.

### ***C. Compliance with City Policies***

#### **Green Building Policy**

The City's 2019 Green Building Policy established that newly constructed buildings should achieve a *minimum* green building certification level of LEED Silver (or equivalent) and the required performance points. The applicant will achieve conformance with the Green Building Policy using LEED, or an equivalent certification, in addition to meeting the City's required performance points. The project has also been conditioned to design the roof so it will be solar ready.

#### **Public Art Policy**

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement for development projects to go towards public art. The contribution can be used for public art on the site or a monetary contribution to further the City's public arts efforts in the neighborhood. With condominiums, the City typically requests a contribution rather than on-site art to eliminate any future maintenance requirements by the homeowner's association. The applicant has shown a potential location for art in the front entry court and through the final site plan process the applicant and staff will determine if that location is feasible. Should on-site art not be provided, then a contribution amount of approximately \$32,646, or \$0.30 per gross square foot of development, is recommended.

#### **Affordable Housing Policy**

##### ***Affordable Units***

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). In exchange for 21% bonus density,

the applicant will provide four on-site affordable units. In addition, consistent with the City's 2020 Housing Contribution Policy Update, which requires ten percent of residential floor area above what is recommended in the underlying small area plan be provided as affordable housing, the applicant will provide an additional four affordable units. Since the building is anticipated to be a condominium, *eight* affordable homeownership opportunities will be created, including one (1) one-bedroom unit, four (4) one-bedroom units with dens, two (2) two-bedroom units with dens, and one (1) three-bedroom unit with a den. This breakdown is generally proportional to the building's planned unit mix. The affordable units will have access to all amenities in the development and will not be concentrated within the building.

Based on the City's affordable sales prices and an estimate of future condominium fees and other housing costs, the set-aside units will be affordable to households with incomes generally ranging between 70% and 100% of the area median income (AMI). Households with incomes within this range, when provided down payment and closing cost assistance and pre-purchase training, are anticipated to have the financial means to both qualify for a mortgage and keep up with the costs associated with maintaining a home long-term, yet still have difficulty accessing homeownership in the City due to the low stock of homes available in their price range. City homeownership assistance will be available to eligible households to help with down payment and closing costs to reduce barriers to qualification. The units will remain affordable in perpetuity with equity sharing enforced through deeds of covenant restricting their resale to future income-qualified purchasers. This proposal presents a rare opportunity to add affordable homeownership units in the Braddock area and helps to replenish some of the city's "first generation" set-aside homes where affordability covenants have expired.

**Table 2 – Income Limits for Affordable For-Sale Units**

<b>2021 Affordable For-Sale Set-Aside Program Income Limits</b>				
	<b>Household Size</b>			
<b>Percent of Area Median Income</b>	<b>1 Person</b>	<b>2 People</b>	<b>3 People</b>	<b>4 People</b>
70%	\$63,210	\$72,240	\$81,270	\$90,300
100%	\$90,300	\$103,200	\$116,100	\$129,000

The starting point for the prices of the affordable for-sale units are the City's 2021 standard prices, which include one parking space: \$225,000 for a one-bedroom; \$275,000 for a two-bedroom; and \$325,000 for a three-bedroom. (It is noted that the sale prices were updated in 2020 to align with increases in the area median income and recent interest rate trends.) Units with dens are priced \$25,000 above the standard price due to the added value created by the additional space. For the purposes of affordable set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment.

Consistent with the City's unbundling parking policy, set-aside units will be sold independent of parking spaces and will incur a \$30,000 price reduction as a result. As described in greater detail in the SUP for parking reduction section below, four parking spaces will be made available for

affordable set-aside unit purchasers. At the time of initial sale, buyers of affordable units will have the opportunity to purchase up to one parking space per household for \$30,000 (and within the typical standard price) on a first come, first serve basis until the four parking spaces that have been dedicated to the affordable units are sold. The four affordable units without designated parking will be offered the remaining parking spaces not purchased by market-rate buyers at the time of initial sale.

**Table 3 – Unit Pricing**

<b>Proposed Affordable Units</b>	<b>Standard Price</b>	<b>Parking Space<sup>8</sup></b>	<b>Den</b>	<b>New Base Price<sup>9</sup></b>
One-bedroom	\$225,000	-\$30,000	N/A	\$195,000
One-bedroom w/den	\$225,000	-\$30,000	+\$25,000	\$220,000
One-bedroom w/den	\$225,000	-\$30,000	+\$25,000	\$220,000
One-bedroom w/den	\$225,000	-\$30,000	+\$25,000	\$220,000
One-bedroom w/den	\$225,000	-\$30,000	+\$25,000	\$220,000
Two-bedroom w/den	\$275,000	-\$30,000	+\$25,000	\$270,000
Two-bedroom w/den	\$275,000	-\$30,000	+\$25,000	\$270,000
Three-bedroom w/den	\$325,000	-\$30,000	+\$25,000	\$320,000

### *Housing Trust Fund*

Consistent with the City’s Procedures Regarding Affordable Housing Contributions, the residential floor area permitted under the existing zoning (0.75 FAR) is subject to the 2021 Residential Tier 1 voluntary contribution rate of \$3.06/square foot. The applicant will provide a voluntary monetary contribution of \$57,246 to the Housing Trust Fund. Since it is anticipated that the project will develop as a multifamily condominium, the full monetary contribution will be utilized to enable the City, as needed, to provide down payment and closing cost assistance to help qualified first-time buyers. Should the project develop as multifamily rental, 50 percent of the monetary contribution will be reserved for potential future offsite ARHA replacement units pursuant to the Braddock Metro Neighborhood Plan, if necessary.

### AHAAC Meeting

The applicant presented its Affordable Housing Plan (AHP) dated August 13, 2021 to the Alexandria Housing Affordability Advisory Committee (AHAAC) on September 2. The Committee voted to approve the AHP. The Committee discussed why the target AMI ranges differ for affordable homeownership and affordable rental housing.

The project is presented and conditioned as a residential condominium. Any future consideration of a change in tenure to rental necessitating a change in housing conditions and the approved Affordable Housing Plan will be subject to review by AHAAC, Planning Commission and City Council.

<sup>8</sup> Four parking spaces will be made available for the set-aside units on a first come, first served basis.

<sup>9</sup> Base price does not include a parking space.

#### ***D. Site, Building Design and Board of Architectural Review (BAR)***

The addition of a condominium building in a transitional block near existing residential townhouses, a church/daycare, a future hotel, and office buildings provides a unique opportunity to knit a new building into the existing neighborhood fabric. Although the property is located within the boundaries of the Old and Historic Alexandria District due to its proximity to the George Washington Memorial Parkway, it abuts the Parker-Gray neighborhood, which has a strong cultural identity as an African American neighborhood. The only building in the 800 block (east side), 827 N. Columbus Street, is in fact included as a contributing resource in the Uptown/Parker-Gray National Register Historic District. Because the project site is vacant, the site was not included within the National Register district boundaries.

The BAR reviewed the project in concept on two separate occasions, February 17 and May 19, 2021 (BAR Case #2021-00048). At concept review, the BAR provided extensive feedback in accordance with the Concept Review Policy, which outlines the optional, informal review whereby the BAR provides the applicant, staff, and the Planning Commission and City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character. Concept reviews also include an opportunity for public comment. As design is an iterative process, applicants often attend multiple reviews, presenting an evolution of the design at each hearing based on the BAR's comments. When reviewing designs for new construction the *Design Guidelines* state that "As a general rule, the Board favors contextual background buildings which allow historic structures to maintain the primary visual importance. Singular buildings in the latest architectural vocabulary are generally discouraged. It is not the intention of the Board to dilute design creativity in residential buildings. Rather the Board seeks to promote compatible development that is, at once, both responsive to the (current) needs and tastes while being compatible with the historic character of the districts. This balancing act will clearly be different in different sections of the historic districts."

When the applicant first approached BAR and City staff the design of the building was modeled on the contemporary warehouse style sometimes seen in the Waterfront Plan Area and Old Town North, where warehouses and industrial buildings were located historically. At the first concept review, the BAR encouraged the applicant to instead consider the site context and the institutional buildings of the Parker-Gray neighborhood. The BAR also provided feedback about the scale and style of the three-story, street-facing portion of the building which faces Madison and N. Columbus streets, suggesting that it relate more closely to the residential townhouses across the street and recommended that the full height of the building be pushed to the east as far as possible. The design was revised per the BAR's suggestions for the second concept review and the majority of the members supported the architectural character and height, but some members felt that the building's scale and mass should be reduced.

Following approval of the DSUP by City Council, the applicant will return to the BAR for approval of a Certificate of Appropriateness for the multifamily building.

#### ***E. Open Space, Pedestrian and Streetscape Improvements***

## Open Space

**Table 2 – Open Space**

<b>OPEN SPACE</b>	<b>AMOUNT</b>
<b><i>Required per CRMU-H Zone</i></b>	<b><i>9,978 SF (40% of site area)</i></b>
<b><i>Total Provided</i></b>	<b><i>12,894 SF (51.76% of site area)</i></b>
<i>At-grade entrance court and first floor courtyards</i>	<i>2,660 SF (21% of provided)</i>
<i>Above-grade rooftop and 4<sup>th</sup> floor balcony</i>	<i>4,479 SF (35% of provided)</i>
<i>Above-grade private open space (unit balconies and terraces)</i>	<i>5,755 SF (44% of provided)</i>

Staff supports the proposed open space, which includes a variety of different types as noted in Table 2 above. Though there is limited ground level open space, the project well exceeds the 40 percent open and usable space requirement by eleven percent. Some owners will have their own private open space in the form of terraces or balconies and all owners will have access to the first floor and roof top open spaces. At the Final Site Plan stage, the applicant will provide details about the rooftop amenities, including shade structures, grills, and seating.

## Pedestrian and Streetscape Improvements

These long vacant parcels and surface parking lot make for an unattractive streetscape and pedestrian experience and the proposed streetscape improvements, which include new sidewalks and street trees, undergrounded utilities and fewer curb cuts, will help to knit this site more seamlessly into the urban fabric. The new Madison Street “Walking Street” sidewalk will also include a landscape strip and street tree pits, as well as a bulb out at the corner to help slow traffic and protect pedestrians. Likewise, along Columbus Street, there will be a widened sidewalk and a landscape strip. A total of nine new street trees will be installed around the site and five new streetlights. Following the completion of the proposed project and the Towne Motel this block will see significantly more pedestrian activity and a safer, more attractive streetscape.

### ***F. Stormwater Management***

This project will ensure compliance with all stormwater requirements of Chapter XIII of the Zoning Ordinance through a combination of proposed bio-retention planters, green roof, and treatment devices integrated into the project. This will meet the water quality treatment requirements for water runoff as well as reduce the post-development peak runoff to below pre-development levels. The existing parcel contains no existing water treatment facilities and the proposed green stormwater infrastructure with this development plan brings a great benefit to mitigate the impacts of this development.

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

#### **Private Alley and Loading**

The parking garage will be accessed from the new north-south private alley accessed off Madison Street and shared with the Old Town Hotel project currently under construction to the east (Figure 6). The hotel project included the completion of the eastern half of a private alley, separated from the subject property by a low retaining wall. At the time of the hotel approval there were no plans for the 805-823 N. Columbus Street site but it was anticipated that when the sites redeveloped that the alley would be widened. Because the western half of the private alley on the applicant's property will now be completed, there is no need for the retaining wall. Like the eastern half, the first fifty feet will be paved with decorative pavers and then transition to asphalt. The alley will be privately maintained by the adjacent property owners and a public access and emergency vehicle easement will be provided. The applicant's portion of the alley will be 10.3 feet wide, and with the hotel's 13.1 foot portion, the full width of the alley will be 23.4 feet.

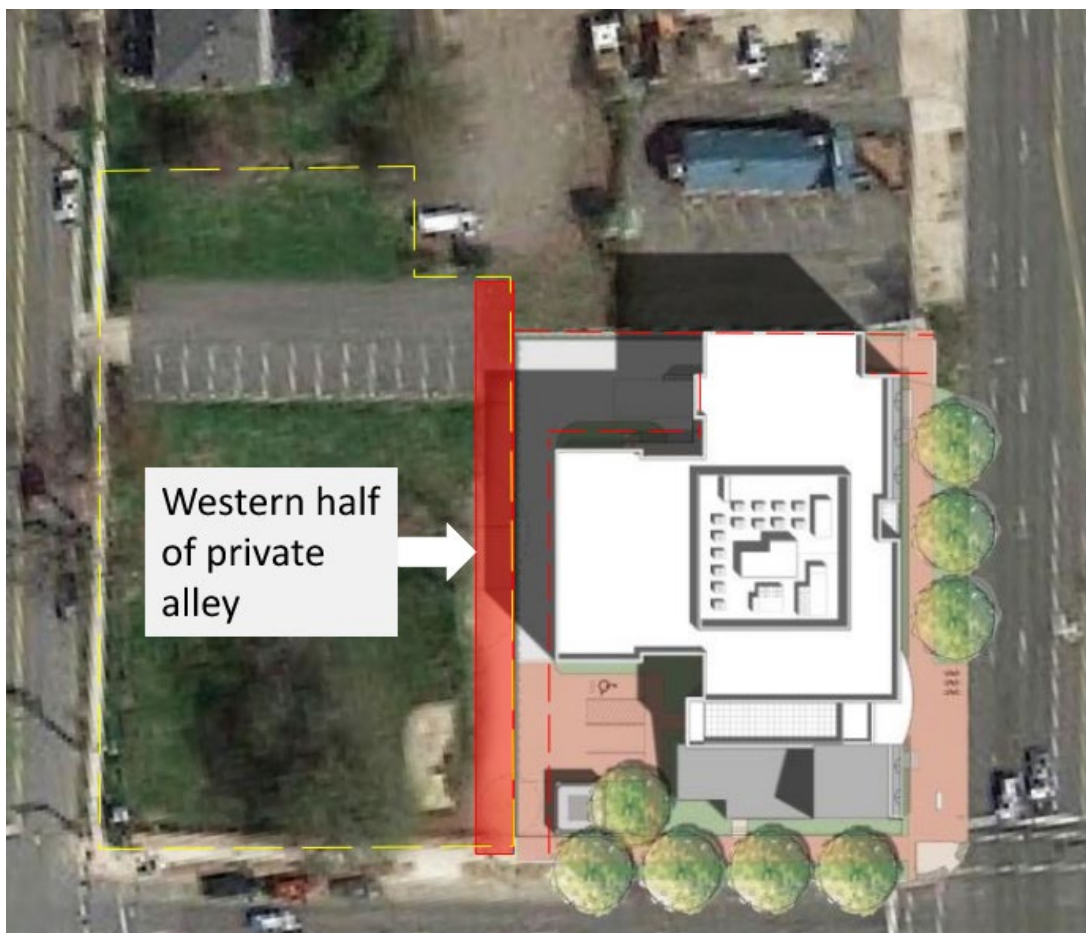


Figure 6: Towne Motel site plan showing private alley which will measure 23.4 feet once combined.

The applicant's private trash collection will take place in the alley. There is no loading requirement for the proposed project.

### Traffic Impacts

The applicant completed a number of different transportation, traffic and parking studies, including: Walkability Index report, Transportation report, and an On-Street Parking Occupancy

study. These studies were used to determine the required amount of on-site parking spaces and identify how much on-street parking is available in the neighborhood.

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, a.m. peak hour vehicle trips will be increased (from zero today) to 16 while p.m. hour peaks vehicle trips will be increased by 21.

### **Transit and Bicycle Facilities**

The site is well-served by a robust variety of transit options, including the Braddock Metro Station, five Capital Bikeshare stations within a quarter-mile radius, and numerous bus routes on DASH, Metroway, and Metrobus. Staff has conditioned the applicant to provide a \$15,000 contribution to the City's Capital Bikeshare fund for enhancements to Bikeshare facilities within the plan area.

### **On-Street Parking Occupancy**

The development is within Residential Permit Parking (RPP) District 3. To determine if future residents will be eligible for Residential Parking Permits, per the Policy for Residential Parking Permits for New Developments, the applicant's traffic engineer completed a parking occupancy survey in the evening on Tuesday, July 13, 2021. The survey was completed at this time because the Old Town North Area Parking Study found that weekday evenings had the highest parking occupancy rates in this area. The survey found that the maximum occupancy within a block of the development was 58% at 6:00PM. Per the policy, since the parking occupancy within a block of the development was found to be less than 85% and there are no non-residential uses proposed in the building, the residents of the new development will be eligible to purchase Residential Parking Permits which allow residents to park beyond the time limits on RPP blocks.

### ***H. 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 2.5 in the CRMU-H Zone**

The applicant has requested an increase in FAR (floor area ratio) up to 2.5 in the CRMU-H zone to allow for a multifamily development on a small urban site. Staff supports the request for increased density, as it allows the applicant to provide a multifamily building with eight affordable set-aside units with a height and massing that is compatible with this area of the Old and Historic Alexandria District and is consistent with the principles of the BMNP in this transit rich area of the city.

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 helps to transition from the lower scale buildings in the Parker-Gray District to the denser sites along Washington Street and in Old Town North. This residential building will function as a buffer from the commercial activity on Washington Street.
2. The increase in density allows for viable multifamily development on an infill site, which will include improvements to sidewalks adjacent to the site, in particular Madison Street, an identified Walking Street in the BMNP, and will provide for completion of the private shared alley with the hotel project.
3. Allowing for added density and a multifamily residential land use at this site is consistent with the goals and recommendations of the BMNP.

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

The applicant has requested additional density above 2.5 FAR, up to 30 percent (proposed at 3.01 FAR), for the provision of affordable housing.

As outlined in the Compliance with City Policies and Housing sections above, the applicant is providing eight affordable set-aside units, with four of the units deriving from the use of Section 7-700. Staff is supportive of the use of Section 7-700 based on its yield of affordable set-aside units, in a variety of sizes (one-, two- and three-bedroom units), generally proportional to the market-rate building units, and providing the same amenities.

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 fits within this transitional area in terms of transitioning in height from three to five stories and will provide a safer public realm due to enlarged sidewalks.
2. The increase in density allows for an increasing diversity of residents in the neighborhood and will provide improvements to the public realm.
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, the BRMSSAP and the City's affordable housing policy and helps by providing for-sale affordable units, particularly when some existing affordable units are having their affordability covenants expire.

## Parking Reduction

The applicant has requested a parking reduction for the proposed condominium building, from the required 73 spaces to 69 spaces. Per the parking requirements updated in 2015, the base parking ratio for multifamily buildings was updated to 0.8 spaces per bedroom within a half-mile of Metro stations. Additional reductions apply for the site being within a quarter mile of five bus routes, and because the site has a Walkability Index greater than 90. Table 3 below outlines how the parking requirement was determined.

<b>Parking ratio</b>	<b>.68</b>
0.8/bedroom in Metro Walkshed	
5% reduction for site within ¼ mile of 5 bus routes	
10% reduction for a Walkability Index between 90-100	
<b>Minimum required spaces per proposal</b>	<b>73</b>
<b>Provided Spaces</b>	<b>69</b>
<b>Parking Reduction Requested</b>	<b>4</b>

The footprint of the below-grade parking garage fills the entire site area and the layout can only accommodate 69 spaces, four short of the requirement. The optional parking reductions for affordable housing only apply to units that are affordable to households with incomes at 60% of AMI and below. For sale affordable units in the City are generally affordable to households with incomes ranging between 70% and 100% AMI, so the reduced ratio cannot be applied here and therefore the applicant requests a four space reduction.

Staff and the applicant met on numerous occasions to discuss the parking breakdown and to determine how the parking spaces will be allotted. In recent years the City has adopted an unbundled parking approach to help reach the City's goal of reduced vehicle dependence and promotion of transit use. Unbundling parking is a complementary idea to reducing parking where the cost of parking spaces is separated from the cost of renting or buying a residential unit. Unbundling parking highlights the costs associated with parking and allows tenants and owners to only pay for as much parking as they need, providing an opportunity to save money and increase affordability. This can serve as an incentive for residents to own fewer vehicles. This unbundling philosophy and the associated standard condition have been working well for rental multifamily buildings since it was put in place in 2015.

There has not been a request for approval of a condominium building since the updated parking requirements have been in effect and because such buildings function somewhat differently from apartment buildings, applying the City's unbundled parking approach to condominiums is more nuanced. As noted above, only 73 parking spaces are required so even without the requested parking reduction there would be fewer parking spaces than there are residential units. As is being seen more and more, those in urban areas near public transportation often live car free. It is more difficult to strictly apply the standard unbundling policy; however, the applicant proposes the unbundled sale of parking spaces, with some agreed upon conditions (see discussion of parking spaces allotted to affordable set-aside units in the Affordable Housing Section above). Sales of the units after the initial purchase may be bundled unless the owner wishes to sell the parking space

separately from the sale of the unit. The applicant has not yet determined exactly how the parking spaces will be deeded but will structure the sale such that the parking spaces can be disassociated from the units in the future.

As noted previously, this area is well served by bus and within a half mile of the Metro, with comfortable walking routes and many services and amenities within walking distance. Even with the parking reduction, it is feasible that not all parking spaces will be purchased. If that is the case, the remaining spaces will be made available to the market-rate or affordable set-aside unit owners.

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 well served by a walkable and bikeable street grid, with various bus lines nearby and within a half mile of Metro.
2. With a decreasing dependence on auto ownership, the one-level garage shall provide sufficient parking for the building. Additional on-street parking spaces will be created due to the closing of two curb cuts and several blocks in the vicinity provide on-street parking.
3. Reducing the parking ratio for transit rich areas is a recommendation of the BRMSSAP and BMNP and comply with “right-sizing” parking requirements.

### **Transportation Management Plan (SUP#2021-00056)**

According to Section 11-700 of the Zoning Ordinance, the applicant is required to participate in a “tier one” 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.

#### ***I. Site Plan Modifications***

As part of this DSUP, the applicant is requesting a modification to the Zoning Ordinance relating to 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.

The applicant is not able to provide the required 25-percent crown coverage requirement (10,350 square feet) due to site and building layout but is providing 6,815 square feet of crown coverage. The development does not have many areas for tree planting due to an urban building with

minimal property line setbacks. Additionally, nearly the entire site is to be located above an underground parking garage, further limiting successful tree growth. There are several locations where plantings/greenery can be provided, such as in the rear courtyard and with the integrated bio-retention planters. Though they cannot be counted, the nine off-site street trees planted by the applicant will contribute to the nearby crown coverage in the right-of-way.

To mitigate the impacts of the reduced on-site crown coverage, the applicant is providing a contribution of approximately \$5,980 to the Urban Forestry Fund for tree plantings in the neighborhood.

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 the proposed development at the site. The proposed building footprint and site layout are implementing the goals in the BRMSSAP and BMNP.
2. The proposal will be providing areas of open space for residents in a variety of different layouts, with opportunities for plantings that do not meet crown coverage requirements. 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.

### ***J. School Impacts***

Based on the 2019 Student Generation Rates jointly developed by ACPS and the City, the proposed development could potentially generate approximately 9 net new students distributed across all grade levels.

This project is located within the Naomi L. Brooks Elementary School, George Washington Middle School, and Alexandria City High School attendance areas. Per ACPS's 2019-2020 school enrollment data, these schools are over capacity. The City and ACPS staff continue to monitor and integrate projected student generation numbers in forthcoming school enrollment projections and ACPS will continue to coordinate with the City to review, plan, and allocate resources for necessary additional capacity to ensure all ACPS students are provided with safe and equitable learning environments.

## **V. COMMUNITY**

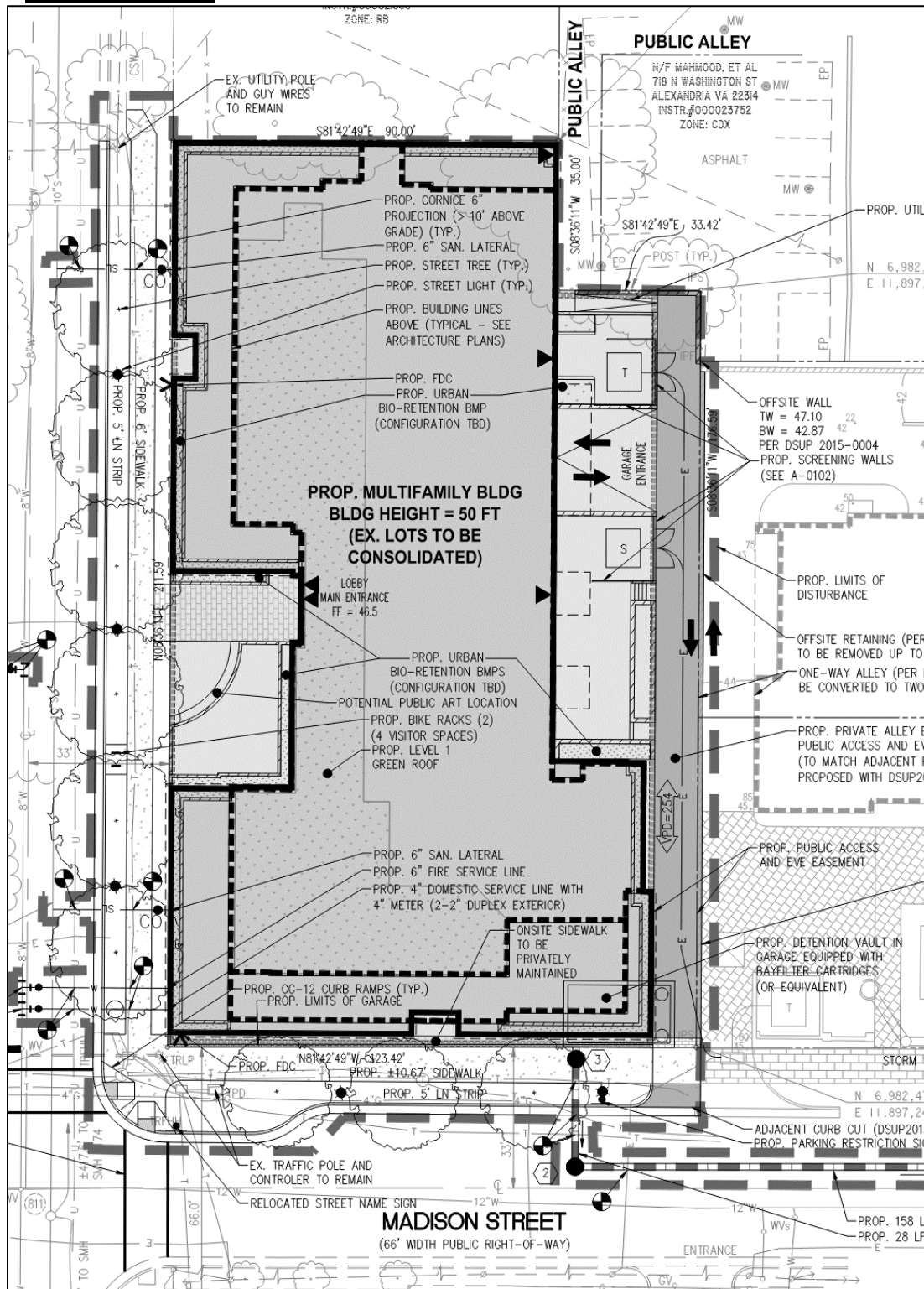
There were four City-hosted virtual meetings where this project was discussed, and the applicant also hosted a public meeting to introduce the project. Because this site does not fall within the boundaries of a civic association the applicant reached out to a number of nearby associations, businesses and individual property owners to invite them to the virtual meeting. Finally, the applicant installed a sign at the site in August 2021 with project details and contact information.

DATE	MEETING
<b>Developer Outreach</b>	
April 20, 2021	Applicant hosted Zoom meeting
<b>City Meetings</b>	
February 17, 2021	Board of Architectural Review (BAR) concept review meeting
May 19, 2021	Board of Architectural Review (BAR) concept review meeting
May 17, 2021	Braddock Metro Neighborhood Plan Implementation Advisory Group (BIAG)
September 2, 2021	Alexandria Housing Affordability Advisory Committee Virtual Meeting (AHAAC)

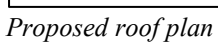
## **VI. CONCLUSION**

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



*Proposed site plan*





*Proposed street elevations*



Proposed north and alley elevations

## **VIII. STAFF RECOMMENDATIONS:**

1. The Final Site Plan shall be in substantial conformance with the Preliminary Plan dated August 11, 2021 and comply with the following conditions of approval.

### **A. SITE PLAN**

2. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval (plus any extensions per the ordinance adopted by City Council on December 12, 2020 as Temporary Program for Business Relief and to Address Public Need Related to COVID-19) 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 concurrent with the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) \*
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) \*\*
5. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
  - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas, and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (BAR)
6. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed streetlights and site lights, shading back less relevant information.
  - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.

- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. All proposed light fixtures in the City right of way shall be basic, approved Dominion LED light fixtures.
  - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - g. Photometric plan must either be separated into two plans or provide a clear distinction between the following: a plan with all street lights and other pertinent off-site lighting, and a plan without street lights and off-site lighting; to demonstrate the plan's compliance with lighting regulations re: light spill.
  - h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
  - i. Provide location of conduit routing between street lighting fixtures to avoid conflicts with street trees.
  - j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
  - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - l. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
  - n. The lighting for the underground/structured parking garage shall be a minimum of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
  - o. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - p. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
  - q. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties. (P&Z) (T&ES) (Police)(BAR)(Code)
7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and

300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

8. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
9. Provide a georeferenced CAD file in **AutoCAD 2018**.dwg format, which follows the National CAD Standards, of the dimension plan of this project including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) \*

## **B. BUILDING**

10. The building design, including the appearance, color and quality of materials, final detailing, and three-dimensional expression shall be generally consistent with the BAR concept review elevations dated April 16, 2021, and the Preliminary Plan elevations dated April 22, 2021, and the approved Certificate of Appropriateness. (P&Z)
11. Final building materials shall be high-quality and include brick, natural stone, cast stone, slate, metals and glass. Fiber cement siding and panels shall be limited to discrete locations on non-street facing elevations. (P&Z)
12. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in realistic color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology, different wall or bay type. When the three-dimensional complexity warrants it, applicant shall also provide isometric vignettes of such special conditions or building areas. (P&Z)
13. 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 as part of the Certificate of Appropriateness approval and with the 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, or at an agreed upon location in the vicinity, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel requires a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. \*\*
  - e. The mock-up panel shall be located such that it shall remain on-site, or at an agreed upon location in the vicinity, in the same location through the duration of construction until the first certificate of occupancy. \*\*\* (P&Z) (Code)
14. Building materials, finishes and architectural details shall be subject to review and approval by the Board of Architectural Review. A materials board shall be submitted as part of the Certificate of Appropriateness approval (BAR)

## C. SUSTAINABILITY

15. The project shall comply with the requirements defined by the current City of Alexandria Green Building Policy at the time of DSP/DSUP approval. Diligent pursuit and achievement of this certification shall be monitored through these requirements:
- a. **The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (PC)**
  - b. The project shall meet the priority performance points in Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality defined by the City of Alexandria's Green Building Policy.
  - c. The applicant shall provide a draft certification scorecard from the applicable certifying party identifying the project's path including the priority performance points for LEED, Green Globes, or Earthcraft (or equivalent) with the submission of the Preliminary Review documents.
  - d. 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 from the P&Z website showing how the project plans to achieve the certification and clearly indicate that requirements for the priority performance points are being met as defined by the City of Alexandria's Green Building Policy. \*
  - e. Provide an updated copy of the draft certification scorecard/checklist prior building permit release for above-grade construction to show compliance with the Green Building Policy. \*\*

- f. Provide updated building energy performance analysis and building energy use intensity (EUI) prior to receiving building permits for above-grade construction. \*\*\*
- g. Provide a draft commissioning plan and verification from a certified third-party reviewer that includes items “i” through “v” below, prior to receiving building permits for above-grade construction. \*\*
  - i. A narrative describing 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.
- h. Provide updated documentation for the indoor environmental quality priority performance points as defined by the City of Alexandria’s Green Building Policy prior to the release of building permits for above-grade construction. \*\*
- i. Provide evidence that design phase credits (for the certifying party) have been submitted by the first Certificate of Occupancy. \*\*\*
- j. Provide a commission report that has been verified by a certified, third-party reviewer, including issues log, completed pre-function checklists, and any completed functional performance tests prior to approval of the final Certificate of Occupancy. \*\*\*\*
- k. Provide evidence having submitted materials showing that the requirements for priority performance points for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria’s Green Building Policy for Design Phase credits to the U.S. Green Building Council, Green Globes, or Earthcraft (or equivalent) prior to issuance of a Certificate of Occupancy. \*\*\*
- l. Provide documentation of applicable green building certification prior to approval of the performance bond clearly indicating that the priority performance points requirement for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality have been achieved as defined by the City of Alexandria’s Green Building Policy. \*\*\*\*
- m. Failure to achieve the certification level, as required by the City of Alexandria’s 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 citywide Green
- n. Building policies existing at the time of Final Site Plan release will apply.

16. Install Energy Star labeled appliances in all multifamily residential units; OR where residential appliances are installed. (T&ES)
17. 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)
18. The building shall use electricity except for limited accessory elements of the building such as retail use, food and beverage uses, emergency generators, and common area systems. For these limited accessory elements, the building shall support low cost and easy conversion from fossil fuel to electricity in the future. This condition does not prohibit outdoor or roof fire pits, gas fireplaces on any 4th or 5th floor penthouse units, gas emergency generator, and gas kitchen ranges or cook tops with back-up electrical outlets.(P&Z) (T&ES)
19. Demonstrate that the roof(s) are solar ready, with the necessary conduit available and physical space within the electrical room to enable future solar panel installation, on the Final Site Plan. (T&ES) \*

**D. OPEN SPACE/LANDSCAPING:**

20. 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)
21. Should the potential dog walk area on the rooftop not be utilized for dogs, the square footage should be incorporated to the roof deck open space. (P&Z)
22. Develop a palette of site furnishings in consultation with staff.
  - a. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z) (T&ES)
23. 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) \*

**E. TREE PROTECTION AND PRESERVATION:**

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

**F. ARCHAEOLOGY:**

25. 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)
26. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

**G. PEDESTRIAN/STREETSCAPE:**

27. 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. Sidewalks constructed along the site's frontage to Madison Street shall be City Standard Hybrid Concrete-Brick.
  - d. Sidewalks constructed along the site's frontage to N Columbus Street shall be City Standard Concrete.
  - e. Construct all concrete and hybrid concrete-brick sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
  - f. Sidewalks shall be flush across all driveway crossings.
  - g. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - h. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) as shown on the Preliminary Site Plan. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
  - i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.

- j. All crosswalks shall be standard, 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.
- k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts. (P&Z) (T&ES) \*\*\*

## **H. PARKING:**

- 28. Provide a minimum of 69 parking spaces in the garage. (P&Z) (T&ES)
- 29. 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). The unbundled parking shall be provided according to the following distribution:
  - a. up to two parking spaces may be purchased by the five three-bedroom units;
  - b. four parking spaces shall be made available to the purchasers of the affordable set-aside units; and,
  - c. if any parking spaces remain after the market rate units are sold, they shall be made available to the remaining affordable set-aside unit purchasers. (P&Z)(Housing)(T&ES)
- 30. 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)
- 31. The City can request parking utilization and ownership information periodically, up to one time per year, for purposes of confirming the provided parking is consistent with the DSUP requirements, or for analysis to be used for City parking studies. (T&ES)
- 32. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. All on-street parking controls and restrictions within the project area shall be approved by the City staff during the Final Site Plan process. Any on-street parking changes desired after the Signature Set approval are required to be approved through the Traffic and Parking Board. (P&Z) (T&ES)

33. 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). (T&ES)
34. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. (T&ES)  
\*\*\*

**I. TRANSPORTATION:**

**STREETS/TRAFFIC:**

35. 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)
36. 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)
37. As shown in the Preliminary Plans, any slope on the parking garage ramps exceeding 15 percent shall be a maximum length of 15 feet. All other slopes 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 10 percent and greater difference, a minimum of 10 feet in length transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half the difference in slope between two adjacent sections. Final design shall be to the satisfaction of the Director of T&ES. (T&ES)
38. 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. This condition shall not prohibit EV charging stations. (T&ES)
39. Furnish and install two 4-inch Schedule 80 PVC conduits with pull strings, fronting the site on Madison Street and Columbus Street. These conduits shall terminate in an underground junction box (JB-S2) on each corner of the site with "TRAFFIC" on the cover. The junction boxes located on the corner of Madison Street and Columbus Street shall be in close proximity to the existing junction boxes for the existing traffic signal. (T&ES)

40. 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)
41. The shared private alley providing access to abutting property owners shall be privately managed and maintained. A maintenance agreement shall specify that the City can perform maintenance on the alley at owners expense if neither party maintains the alley in the future. A maintenance agreement shall be approved and recorded prior to the release of the Site Plan. (T&ES) \*
42. The applicant shall coordinate with the Towne Motel project to match the materials on the western half of the private alley, which consist of a decorative paver for the first 55' then transition to asphalt. (T&ES) (P&Z)

#### TRANSPORTATION MANAGEMENT PLAN (TIER 1)

43. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement Transportation Demand Management (TDM) strategies to discourage single occupancy vehicle (SOV) travel and encourage residents and employees to take public transportation, walk, bike or share a ride. (T&ES)
44. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City's Transportation Demand Management Coordinator at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to inform residents and tenants about benefits and alternatives to SOV travel. (T&ES) \*\*\*
45. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund no later than January 15 and July 15 of each year. The annual base assessment rate for this development shall be determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)
46. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this

TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

47. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)

**BUS STOPS AND BUS SHELTERS:**

48. Show all existing bus stops, bus shelters and bus stop benches in the vicinity of the site on the Final Site Plan. (T&ES) \*
49. 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. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.
    - ii. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses. \* (P&Z)(T&ES)

**J. PUBLIC WORKS**

**WASTEWATER/SANITARY SEWERS:**

50. The sewer connection fee must be paid prior to release of the site plan. (T&ES) \*

**UTILITIES:**

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

**SOLID WASTE:**

54. All trash collectors for the project site are required to take their collected trash to the Alexandria/Arlington waste-to-energy facility (T&ES)
55. Provide \$1,402 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 dedicated to trash collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. To the extent that the cans cannot be located where accessible for public collection, the applicant may provide a contribution for receptacles to be located in the vicinity or may agree to private hauling.\* (T&ES)
56. Provide \$1,626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. To the extent that the cans cannot be located where accessible for public collection, the applicant may provide a contribution for receptacles to be located in the vicinity or may agree to private hauling. \* (T&ES)

**K. ENVIRONMENTAL**

**STORMWATER MANAGEMENT:**

57. 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)
58. 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)

59. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
60. All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Green roof access can be achieved either by a door on the same level as the green roof, an interior elevator, interior stairway with door through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. Roof deck and garage deck bioretention areas may not be accessible only through a private residence. Roof deck and garage deck bioretention areas must be accessible for maintenance through an adequately sized publicly accessible space and must include adequate space for maintenance located adjacent to the bioretention area. The stormwater detention vault and filtering device must be accessible from the ground level and outside of the garage. (T&ES)
61. 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 (T&ES)
62. 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)
63. 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) \*\*\*\*
64. 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)

65. Groundwater from sump pumps may not be discharged into any stormwater BMPs or detention facilities. Bypass pipes and/or structures must be installed to bypass groundwater around all stormwater facilities. (T&ES)
66. 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) \*
67. 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) \*\*\*\*
68. 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) \*
69. 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) \*\*\*\*
70. 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 & RPA'S:

71. 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:

72. 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) \*
73. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air

- monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
- e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) \*
74. 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)
75. 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:

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

EV CHARGING:

77. Provide level 2 electric vehicle chargers for at least three percent of the required parking spaces. A minimum of thirty (30) parking spaces shall have the necessary infrastructure (240 volt and at least 40 amperes dedicated conduit) installed for future level 2 electric vehicle chargers in line with the City's Electric Vehicle Charging Infrastructure Readiness Strategy. (T&ES)

- a. Provide conduit with pull wires and the necessary physical space within the building's electrical room for the additional electrical cabinetry required for the future installation of level 2 electrical vehicle charging stations.
- b. Update parking counts on the cover sheet to indicate the number of EV and EV ready parking spaces and show the location of these spaces prior to Final Site Plan release. \*
- c. Provide calculations demonstrating the capacity to handle the potential electrical load for all current and potential EV parking spaces prior to Building Permit release, as may be time delimited (e.g., by smart charging). Ensure calculations including the capacity, conduit, and electrical cabinets are scaled appropriately. (T&ES) \*\*

NOISE:

78. Submit a noise study identifying the noise levels that residents will be exposed to initially and 10 years into the future per the Noise Guidance Book used by the Department of Housing and Urban Development prior to the Final Site Plan release. Include an analysis of the noise levels residents of the project will be exposed to due to loading and unloading activities, idling, and traffic. (T&ES)
79. If the noise study identified noise impacted areas, conduct a building shell analysis identifying ways to minimize noise and vibration exposure to future residents. Submit the building shell analysis and the noise commitment letter for review and approval prior to Final Site Plan release. (P&Z) (T&ES)
80. Equip all roof top HVAC and other mechanical equipment with noise reducing devices (e.g., silencers, acoustic plenums, louvers, or enclosures) to comply with the City noise limit at the property lines. Show the noise reducing specifications and locations prior to Final Site Plan release and install them prior to receiving the Certificate of Occupancy. (T&ES) (Code) \* \*\*\*
81. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
82. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

AIR POLLUTION:

83. 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)

**L. CONSTRUCTION MANAGEMENT**

84. 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) \*\*\*
85. Provide off-street parking for all construction workers without charge to the construction workers. The applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit; \*
  - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes; \*
  - c. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) \*

86. 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) \*\*
87. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) \*\*
88. Transit stops adjacent to the site shall remain open, if feasible, for the duration of construction. If construction forces the closure of a transit stop along the site's frontage to the south side of Madison Street or on the east side of N Columbus Street then a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Transportation Planning Division at 703.746.4088 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
89. 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)
90. 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)
91. 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)
92. 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)
93. 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)

94. 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)
95. Implement a waste control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
96. 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) \*\*\*
97. 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) \*\*
98. 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) \*\*\*
99. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

100. 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)

**M. CONTRIBUTIONS**

101. 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. \$.68 (2021\$) per as-built gross square foot towards the Braddock Community Amenities Fund excluding square footage achieved through the application of Section 7-700 of the Zoning Ordinance; and,
  - b. \$4.42 (2021\$) per as-built gross square foot towards the Braddock Open Space Fund excluding 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 January 1st of each year. The final contribution amount shall be calculated and verified by the Neighborhood Planning and Community Development Division of the Department of Planning and Zoning at the time of Certificate of Occupancy. All contributions shall be made via wire transfer to the City of Alexandria. Instructions will be provided by Planning and Zoning staff prior to the time of deposit. Wire transfer documentation must include the source name, receiving department name (Planning & Zoning), applicable fund reference code and the condition number being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy.
102. Contribute \$15,000 to the City prior to Final Site Plan release as part of a coordinated bike share program for Capital Bikeshare station and bicycles or operations of the system. In the event a bike share station cannot be located along the site frontage due to space constraints or impacts to operational efficiency, an alternate off-site location. (T&ES) \*
103. In lieu of meeting the 25-percent minimum 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)  
\*\*\*

104. Contribute \$57,246 to the City's Housing Trust Fund. Make all checks payable to the City of Alexandria and submit them to the Office of Housing with a cover letter to include the project name, case number, and explanation of the contribution amount, if phased. (Housing)\*\*\*

HOUSING:

105. Provide eight (8) affordable set-aside for-sale units within the development, comprising one (1) one-bedroom unit to be sold for \$225,000, four (4) one-bedroom and den units to be sold for \$250,000, two (2) two-bedroom and den units to be sold for \$300,000, and one (1) three-bedroom and den unit to be sold for \$350,000 to households with incomes as designated by the City, or a mix of units to the satisfaction of the Director of Housing. These prices include the cost of one parking space per unit. Set-aside units sold without a parking space shall be subject to a \$30,000 price deduction. (Housing)
106. Set-aside units shall have the similar finishes, fixtures and appliances as similar units in the development, excluding optional upgrades. This condition does not require identical branding of appliances between market rate and set-aside units. Clustering of set-aside units shall be avoided. (Housing)
107. Offer the same purchase incentives to potential market-rate and set-aside homebuyers, excluding sales price reductions or credits. Incentives may include non-monetary incentives, such as complementary move-in services. (Housing)
108. Provide residents of the set-aside units with access to all amenities offered in the entire development. (Housing)
109. Set-aside units shall be subject in perpetuity to deed restrictions recorded as covenants at the time of sale of each unit, per the City's resale restricted housing policy. The City shall provide covenant language before the final sale of any set-aside unit. (Housing)
110. Advise the Office of Housing in writing of the delivery schedule for the set-aside units no less than 180 days prior to anticipated delivery. The City and the applicant shall market the set-aside units jointly. The City reserves the right to select qualified buyers randomly through a lottery system. (Housing)
111. Disclose to the City market rate pricing of similar units within 30 days of closing.
112. Pay real estate commissions (if any) up to a maximum of \$2,500 per unit on the set-aside units. (Housing).

113. Offer Virginia Housing mortgage financing to set-aside buyers through the City's preferred lender(s). If the preferred lenders are unable to offer a Virginia Housing loan, the selected lender shall offer a loan with interest rates and terms comparable to those provided by Virginia Housing. (Housing)
114. Minor amendments to the approved Affordable Housing Plan – not to include changes to the number, tenure or pricing of the units – shall be subject to review by the Alexandria Housing Affordability Advisory Committee and final approval by the City Manager. (Housing)
115. The project is presented and conditioned as a residential condominium. Any future consideration of a change in tenure to rental necessitating a change in housing conditions and the approved Affordable Housing Plan will be subject to review by AHAAC, Planning Commission and City Council. (Housing)(P&Z)

**PUBLIC ART:**

116. 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.
  - a. The first Final Site Plan shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) \* \*\*\*
  - b. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA) (P&Z)

**N. USES AND SIGNS**

**SIGNAGE:**

117. Design building signs to relate in material, color and scale to the building to the satisfaction of the Director of P&Z and the Board of Architectural Review.\*
  - a. Signs shall be designed of high-quality materials and installation of building mounted signage shall not damage the building.
  - b. A sign permit application is required for new or replacement signs and signage shall comply with all applicable codes and ordinances. (P&Z)

**O. DISCLOSURE REQUIREMENTS**

118. The Condominium / Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney to ensure that the trees proposed to be saved are retained including:
- a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.
  - b. The trees to be protected as depicted on the released site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.
  - c. Any proposal to remove a tree that is designated to be retained on the released site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z)
119. 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. 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 or the Board of Architectural Review, 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. 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.
  - f. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
  - g. The shared private alley providing access to abutting property owners, with a public access easement, shall not be maintained by the City of Alexandria and shall be jointly managed and maintained by the property owner and the adjacent property owner to the satisfaction of the Director of T&ES.

- h. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. (P&Z) (T&ES) (City Attorney) \*\*\*
- 120. 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 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)

### **CITY DEPARTMENT CODE COMMENTS**

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

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

- R-1 For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C-1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines. (P&Z) (T&ES) \*\*\*\*
- C-2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C-3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) \*\*\*\*
- C-4 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)
- C-5 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical

requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)

### **Code Administration (Building Code)**

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

### **Archaeology**

- F-1 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C -1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

**Transportation and Environmental Services (T&ES)**

- F-1 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F-2 The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's website:  
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F-3 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-5 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-6 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the

Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

- F-7 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F-8 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F-9 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F-10 No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the

water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

- F-11 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F-12 Any rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F-13 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F-14 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-15 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-16 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F-17 A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as "Information Only." (T&ES)
- F-18 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
  - a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
  - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
  - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. \*
- F-19 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be

inadequate, then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C-2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C-3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C-4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C-5 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C-6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C-7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.  
(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any

service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C-8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-9 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C-10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C-11 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and for safety reasons, the trucks shall minimize the need to reverse in order to perform trash or recycling collection. The City's storage space guidelines are available online at: <https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at 703.746.4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C-12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C-13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: <https://www.alexandriava.gov/ResourceRecovery> or by calling the

Resource Recovery Division at 703.746.4410 or by e-mailing  
CommercialRecycling@alexandriava.gov. (T&ES)

- C-14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-15 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)\*
- C-16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) \*
- C-17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C-19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C-20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C-21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travel ways unless otherwise permitted by the City Code. (T&ES)
- C-22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

- C-23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-25 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
  - b. Saturdays from 9 AM to 6 PM.
  - c. No construction activities are permitted on Sundays and holidays.  
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
  - d. Monday Through Friday from 9 AM To 6 PM and
  - e. Saturdays from 10 AM To 4 PM
  - f. No pile driving is permitted on Sundays and holidays.  
Section 11-5-109 restricts work in the right of way for excavation to the following:
  - g. Monday through Saturday 7 AM to 5 pm
  - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C-26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C-27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C-28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)\_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) \*
- C-29 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the

approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

### **AlexRenew Comments**

*Specific comments to be provided for each project.*

### **VAWC Comments**

*Specific comments to be provided for each project.*

### **Fire Department**

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

### **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 residents with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R-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 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

#### **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 placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

- R-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 doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

**Asterisks denote the following:**

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

**ATTACHMENT 1: Master Plan Amendment Resolution**

**RESOLUTION NO. MPA 2021-00003**

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 **October 5, 2021** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **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** 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:
  - Map 10: Braddock Road Metro Station Land Use, as amended
    - Change from Residential Medium (RM) to Residential High (RH)
  - Map 17: Braddock Road Metro Station Height Limits, as amended
    - Change from 45' to 50'
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 **5th** day of October 2021.



Nathan Macek, Chair  
Alexandria Planning Commission

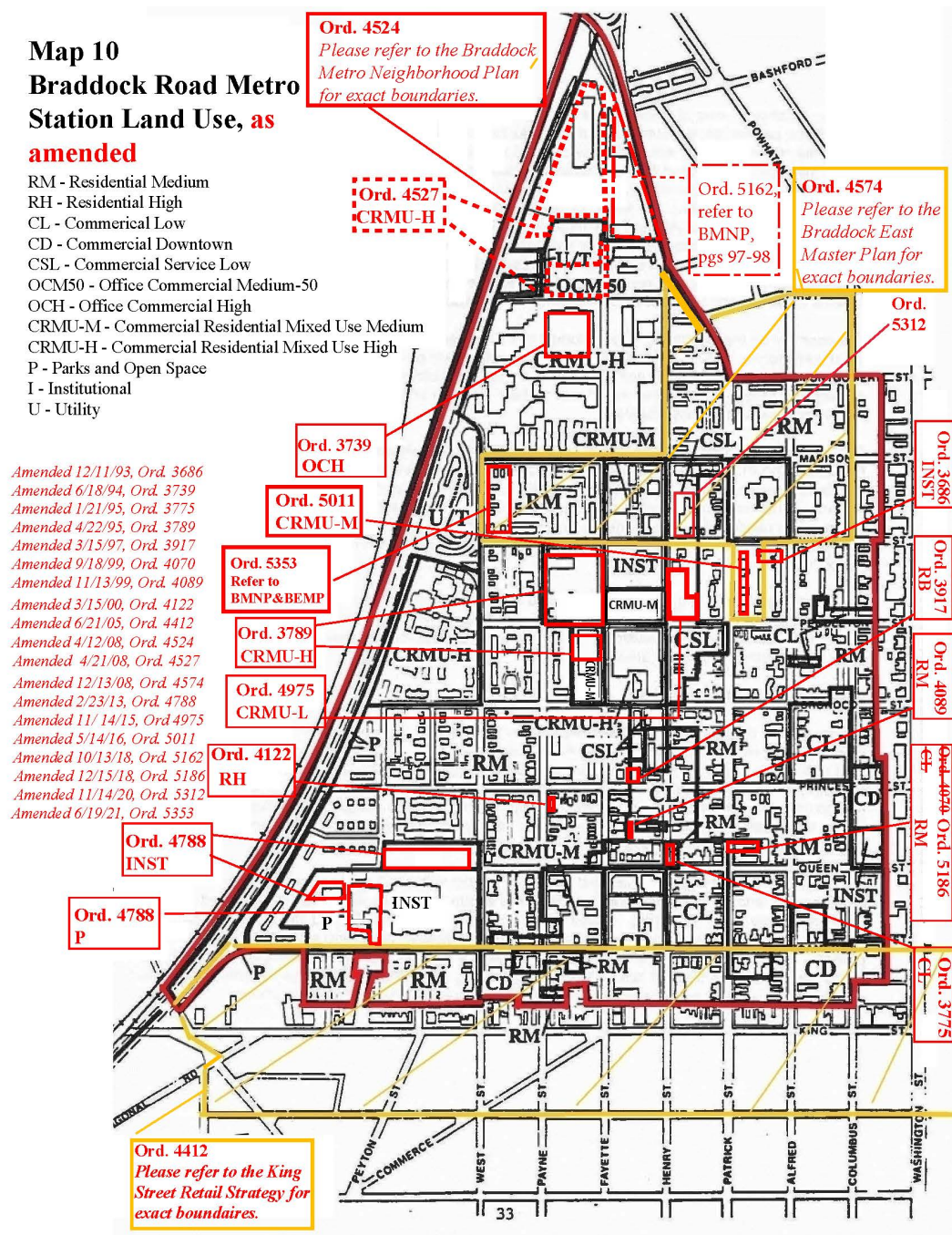
ATTEST:



Karl Moritz, Secretary

Attachment

Map 10: Braddock Road Metro Station Land Use, as amended



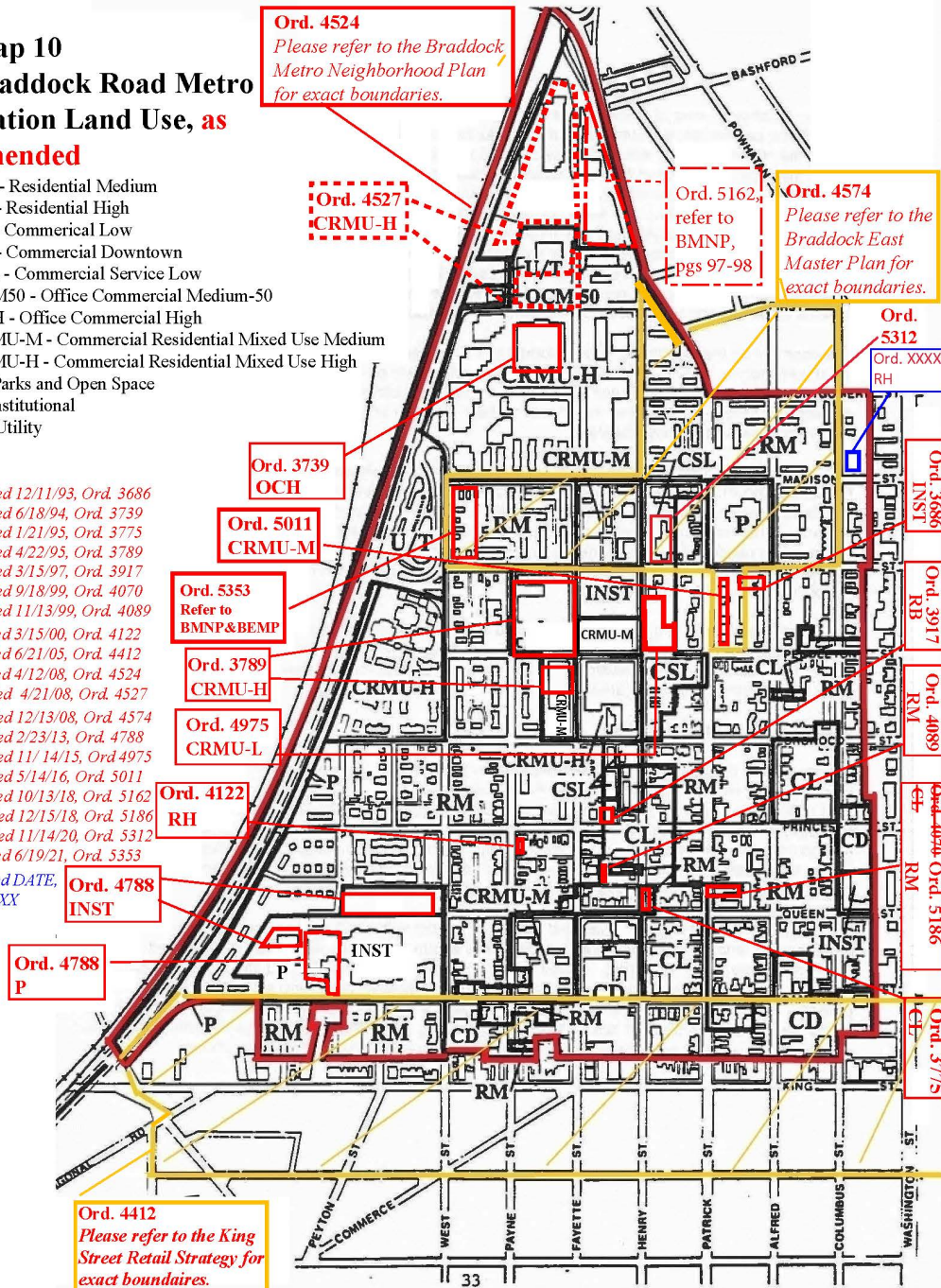
**Map 10: Braddock Road Metro Station Land Use, as proposed**

**Map 10  
 Braddock Road Metro  
 Station Land Use, as  
 amended**

RM - Residential Medium  
 RH - Residential High  
 CL - Commercial Low  
 CD - Commercial Downtown  
 CSL - Commercial Service Low  
 OCM50 - Office Commercial Medium-50  
 OCH - Office Commercial High  
 CRMU-M - Commercial Residential Mixed Use Medium  
 CRMU-H - Commercial Residential Mixed Use High  
 P - Parks and Open Space  
 I - Institutional  
 U - Utility

*Amended 12/11/93, Ord. 3686  
 Amended 6/18/94, Ord. 3739  
 Amended 1/21/95, Ord. 3775  
 Amended 4/22/95, Ord. 3789  
 Amended 3/15/97, Ord. 3917  
 Amended 9/18/99, Ord. 4070  
 Amended 11/13/99, Ord. 4089  
 Amended 3/15/00, Ord. 4122  
 Amended 6/21/05, Ord. 4412  
 Amended 4/12/08, Ord. 4524  
 Amended 4/21/08, Ord. 4527  
 Amended 12/13/08, Ord. 4574  
 Amended 2/23/13, Ord. 4788  
 Amended 11/14/15, Ord. 4975  
 Amended 5/14/16, Ord. 5011  
 Amended 10/13/18, Ord. 5162  
 Amended 12/15/18, Ord. 5186  
 Amended 11/14/20, Ord. 5312  
 Amended 6/19/21, Ord. 5353*

*Amended DATE,  
 Ord.XXXX*



## Map 17: Braddock Road Metro Station Height Limits, as amended

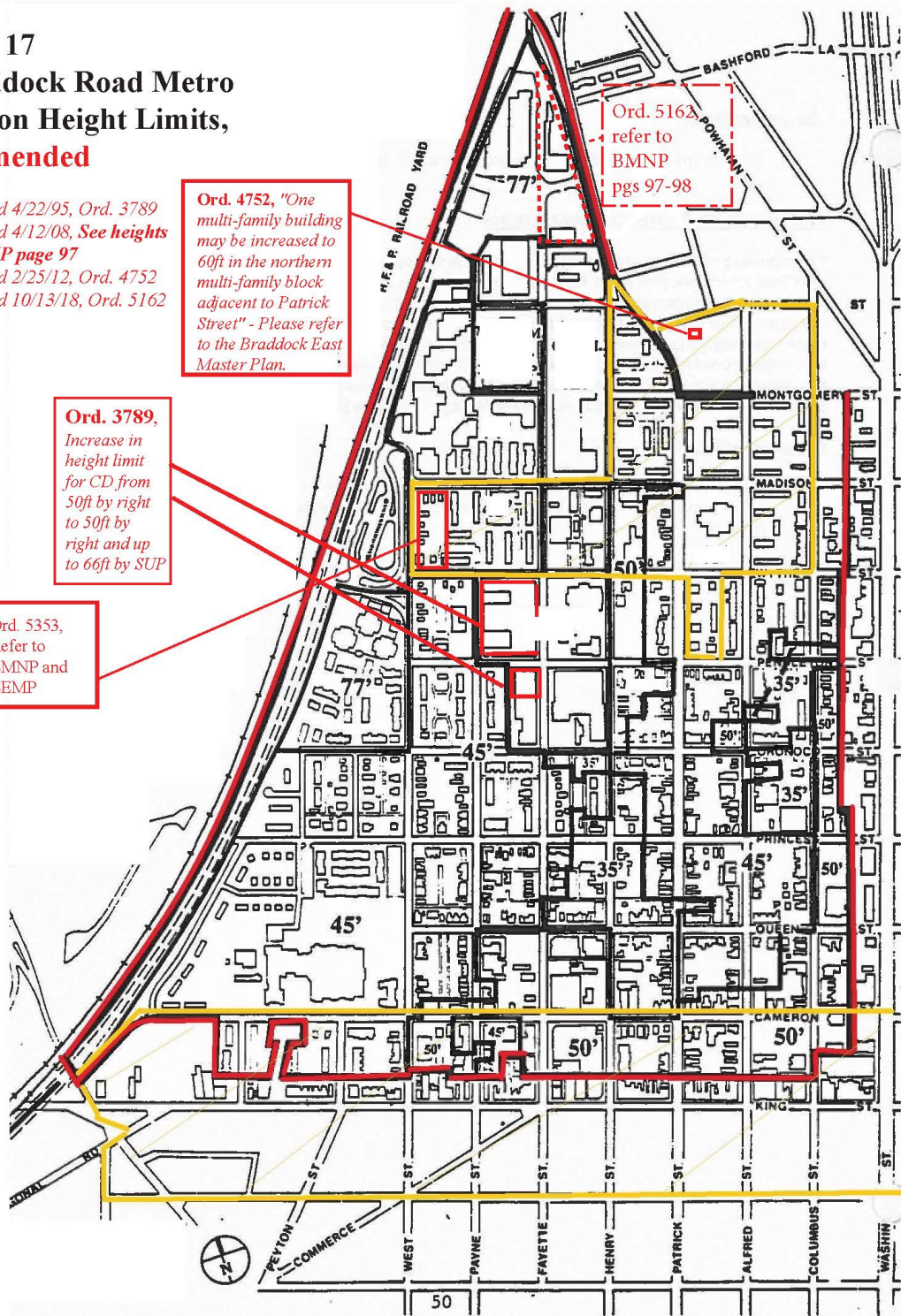
### Map 17 Braddock Road Metro Station Height Limits, as amended

*Amended 4/22/95, Ord. 3789  
Amended 4/12/08, See heights  
in BMNP page 97  
Amended 2/25/12, Ord. 4752  
Amended 10/13/18, Ord. 5162*

**Ord. 4752**, "One multi-family building may be increased to 60ft in the northern multi-family block adjacent to Patrick Street" - Please refer to the Braddock East Master Plan.

**Ord. 3789**, Increase in height limit for CD from 50ft by right to 50ft by right and up to 66ft by SUP

**Ord. 5353**, Refer to BMNP and BEMP



**Map 17: Braddock Road Metro Station Height Limits, as proposed**

**Map 17**  
**Braddock Road Metro**  
**Station Height Limits,**  
**as amended**

*Amended 4/22/95, Ord. 3789*  
*Amended 4/12/08, See heights*  
*in BMNP page 97*  
*Amended 2/25/12, Ord. 4752*  
*Amended 10/13/18, Ord. 5162*  
*Amended DATE, Ord.XXXX*

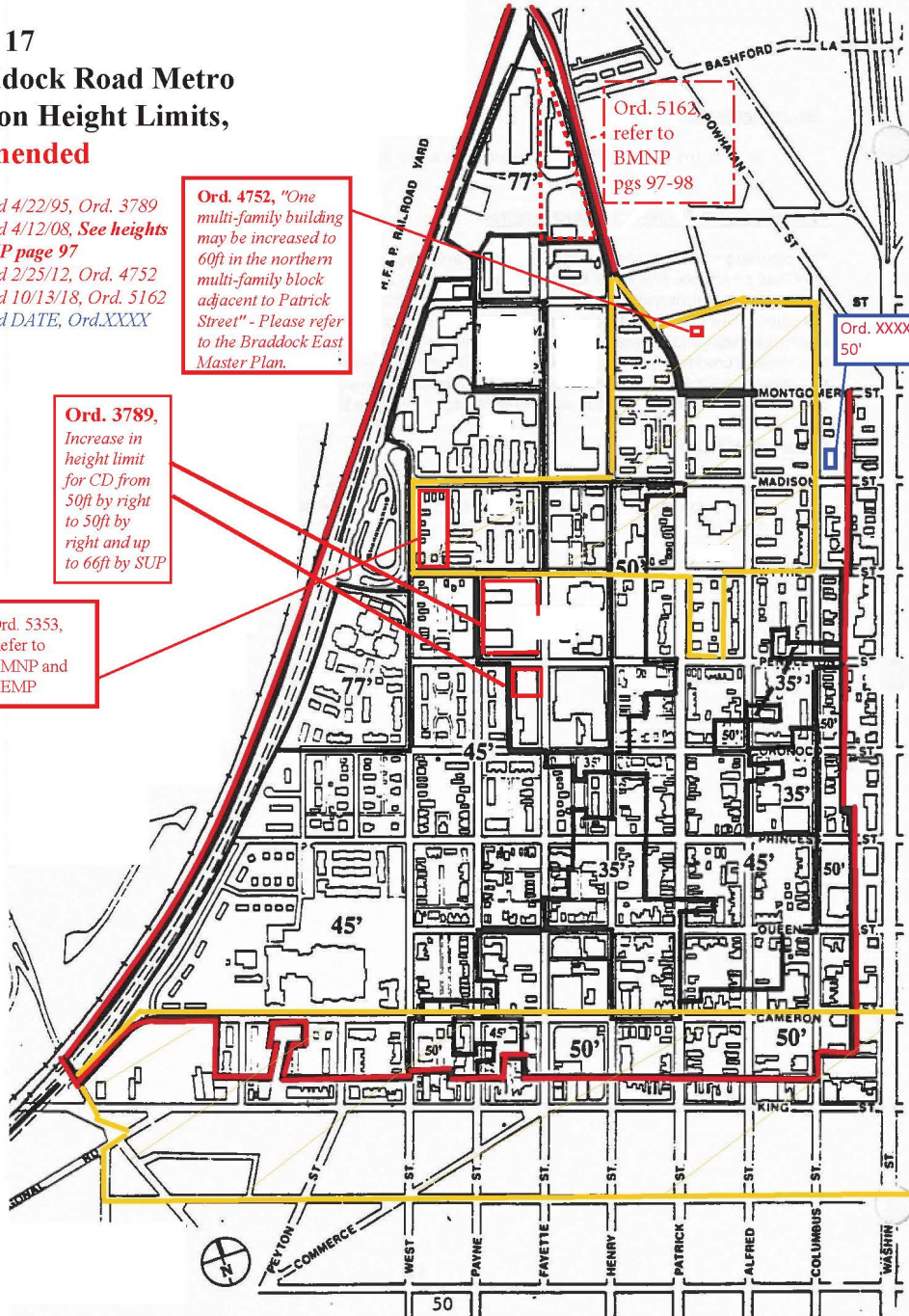
Ord. 4752, "One multi-family building may be increased to 60ft in the northern multi-family block adjacent to Patrick Street" - Please refer to the Braddock East Master Plan.

Ord. 3789, Increase in height limit for CD from 50ft by right to 50ft by right and up to 66ft by SUP

Ord. 5353, Refer to BMNP and BEMP

Ord. 5162, refer to BMNP pgs 97-98

Ord. XXXX 50'





# APPLICATION

## DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

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

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

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

APPLICANT:

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

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

PROPERTY OWNER: Parcels: 054.04-02-08, -09, -10 and -02

\*For Parcel 054.04-02-11:

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

American Statistical Assn.

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

732 N. Washington St. Lobby  
Alexandria, VA 22314

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 K. A. W. \_\_\_\_\_

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: \_\_\_\_\_

**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.

7905-C Cessna Ave.  
Gaithersburg, MD 20879

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

- X** Yes. Provide proof of current City business license.  
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. PT Blooms LLC	7905-C Cessna Ave. Gaithersburg, MD 20879	100%
2. Patrick Bloomfield	7905-C Cessna Ave. Gaithersburg, MD 20879	Greater than 3% of PT Blooms LLC
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. Trustees of Beulah Baptist Church	320 S. Washington St. Alexandria, VA 22314	Non-Profit, 100%
2. American Statistical Assn.	732 N. Washington St. Lobby	Non-Profit, 100%
3.	Alexandria, VA 22314	

**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.

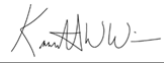
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. PT Blooms LLC Patrick Bloomfield	None	None
2. Trustees of Beulah Baptist Church	None	None
3. American Statistical Assn.	None	None

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

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

June 29, 2021  
Date

Kenneth W. Wire, Wire Gill LLP  
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).  
Typical number of residents for 78 unit residential building

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?  
Typical amount for 78-unit residential building
- C. How often will trash be collected?  
1-2 times per week
- D. How will you prevent littering on the property, streets and nearby properties?  
Building management staff
9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

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

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

Yes. No.

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

Cleaning supplies and other supplies of building management staff will be stored and disposed of as specified by manufacturer

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

**Secured building and garage access via key card**

#### 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? **0**
- 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: \_\_\_\_\_

### APPLICANT

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

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

### PROPERTY OWNER:

Name: \_\_\_\_\_ Parcels: 054.04-02-08, -09, -10 and -02

Address: \_\_\_\_\_ \*For Parcel 054.04-02-11:

American Statistical Assn.  
732 N. Washington St. Lobby  
Alexandria, VA 22314

Interest in property:

☐ Owner ☐ Contract Purchaser

☐ Developer ☐ Lessee ☐ Other \_\_\_\_\_

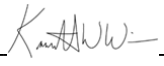
If property owner or applicant is being represented by an authorized agent such as an attorney, a realtor, or other person for which there is some form of compensation, does this agent or the business in which they are employed have a business license to operate in Alexandria, VA:

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

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

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

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

  
\_\_\_\_\_  
Signature

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

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

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

\_\_\_\_\_  
Date

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

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

Fee Paid: \$ \_\_\_\_\_

Legal advertisement: \_\_\_\_\_

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

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

MPA # \_\_\_\_\_

REZ # \_\_\_\_\_

## SUBJECT PROPERTY

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

Address Tax Map - Block - Lot	Land Use Existing - Proposed	Master Plan Designation Existing - Proposed	Zoning Designation Existing - Proposed	Frontage (ft.) Land Area (acres)
<b>054.04-02-08, -09, -10, -11 and -02</b>	<b>Vacant - Residential</b>	<b>Resi Med- Resi</b>	<b>RB CRMU-H</b>	<b>211': Columbus 123': Madison 0.5726 ac</b>
1 _____	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____

## PROPERTY OWNERSHIP

☐ Individual Owner☐ Corporation or Partnership Owner

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

1. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_

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

2. Name: \_\_\_\_\_ Extent of Interest: **Over 3% of PT Blooms LLC**

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

3. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_

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

4. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_

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

MPA # \_\_\_\_\_  
REZ # \_\_\_\_\_

#### JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

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

---

---

---

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

---

---

---

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

---

---

---

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

---

---

---



## APPLICATION

# SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** \_\_\_\_\_

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

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

**APPLICANT:**

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

Address: 7905-C Cessna Ave. Gaithersburg, MD 20879  
\_\_\_\_\_

**PROPOSED USE:** \_\_\_\_\_  
bonus density for affordable housing, a parking reduction and a TMP SUP.

THE UNDERSIGNED, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

*K. H. W.*  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

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

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

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

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

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

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



## USE CHARACTERISTICS

**4.** The proposed special use permit request is for (*check one*):

- ☐ a new use requiring a special use permit,
- ☐ an expansion or change to an existing use without a special use permit,
- ☐ an expansion or change to an existing use with a special use permit,
- ☐ other. Please describe: \_\_\_\_\_

**5.** Please describe the capacity of the proposed use:

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

---

---

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

---

---

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

Day:

Hours:

---

---

---

---

---

---

---

---

**7.** Please describe any potential noise emanating from the proposed use.

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

---

---

B. How will the noise be controlled?

---

---

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

---

---

---

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

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

---

---

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

---

---

- C. How often will trash be collected?

---

---

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

---

---

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

☐ Yes. ☐ No.

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

---

---

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

☐ Yes.      ☐ No.

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

---

---

---

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

---

---

---

## **ALCOHOL SALES**

**13.**

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

☐ Yes      ☐ No

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

---

---

---

---

## PARKING AND ACCESS REQUIREMENTS

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

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

<p>Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A _____</p> <p>Does the application meet the requirement? [ ] Yes [ ] No</p>
---

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

[ ] on-site  
[ ] off-site

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

---

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

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

**[ ] Parking reduction requested; see attached supplemental form**

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

- A. How many loading spaces are available for the use? \_\_\_\_\_

<p>Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement? [ ] Yes [ ] No</p>
--

- B. Where are off-street loading facilities located? \_\_\_\_\_  
\_\_\_\_\_
- C. During what hours of the day do you expect loading/unloading operations to occur?  
\_\_\_\_\_  
\_\_\_\_\_
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
\_\_\_\_\_  
\_\_\_\_\_

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

## **SITE CHARACTERISTICS**

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

- 18.** What will the total area occupied by the proposed use be?

\_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = \_\_\_\_\_ sq. ft. (total)

- 19.** The proposed use is located in: (*check one*)

- ☐ a stand alone building
- ☐ a house located in a residential zone
- ☐ a warehouse
- ☐ a shopping center. Please provide name of the center: \_\_\_\_\_
- ☐ an office building. Please provide name of the building: \_\_\_\_\_
- ☐ other. Please describe: \_\_\_\_\_

## **End of Application**



# APPLICATION - SUPPLEMENTAL

## PARKING REDUCTION

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

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

---

---

---

---

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

---

---

---

---

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

---

---

---

---

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

\_\_\_\_\_ Yes.          \_\_\_\_\_ No.

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

*\*The Applicant is requesting a reduction of three (3) parking spaces and has not submitted a PMP\**

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

*\*Given the reduction is for three (3) spaces and considering the transit-rich, walkable location of the Property it is unlikely there will be a negative impact on the parking of the surrounding neighborhood.*

September 20, 2021

VIA Email: [plancomm@alexandriava.gov](mailto:plancomm@alexandriava.gov); [karlmortiz@alexandriava.gov](mailto:karlmortiz@alexandriava.gov)

To: Nathan Macek, Chair-Term  
Melissa McMahon, Vice Chair  
David Brown, Commissioner  
Melinda Lyle, Commissioner  
Stephen Koenig, Commissioner  
Vivian Ramirez, Commissioner  
John Goebel, Commissioner


Alexandria City Hall  
301 King Street #2100  
Alexandria, VA 22314

**RE: Support for the Columbus Flats Development Project**  
Tax Map No. 054.04-02-02, 08,09,10,11  
805-823 N Columbus Street

Dear Chair and Commissioners:

My name is Steve Porzio of ASA (American Statistical Association) which resides at 728 N Washington Street. I am writing on behalf of my organization to express our full support for the Columbus Flats Development. P.T. Blooms Development shared their plans for the project with us directly. Based on our review we found their project to be sensitive to the neighborhood scale and a very valuable asset in the continuing growth of the neighborhood. Their approach to in-depth traffic and parking analysis was very valuable in addressing any concerns I had about impact on our employees across the street and the neighborhood. Patrick Bloomfield has been forthright and engaging about his plans and we encourage the city planning commission to vote unanimously for approval.

Sincerely,

DocuSigned by:  
  
61448100B3134A2...

Steve Porzio  
American Statistical Association  
732 N Washington Street

September 21<sup>st</sup> , 2021

VIA Email: [plancomm@alexandriava.gov](mailto:plancomm@alexandriava.gov); [karlmortiz@alexandriava.gov](mailto:karlmortiz@alexandriava.gov)

To: Nathan Macek, Chair-Term  
Melissa McMahon, Vice Chair  
David Brown, Commissioner  
Melinda Lyle, Commissioner  
Stephen Koenig, Commissioner  
Vivian Ramirez, Commissioner  
John Goebel, Commissioner


Alexandria City Hall  
301 King Street #2100  
Alexandria, VA 22314

**RE: Support for the Columbus Flats Development Project**  
Tax Map No. 054.04-02-02, 08,09,10,11  
805-823 N Columbus Street

Dear Chair and Commissioners:

My name is John Curry of the Beulah Baptist Church congregation which resides at 320 S Washington Street. I am writing on behalf of my congregation to express our full support for the Columbus Flats Development. At community meetings, P.T. Blooms Development shared their plans which show 70 market rate condominium units and 8 affordable for-sale condominiums. We are excited that there will be more affordable options in the ever-changing neighborhood. The project has been carefully designed to be compatible with the scale of the surrounding community and we are looking forward to seeing this beautiful building come to fruition. Columbus flats will be a great addition to the neighborhood and we urge you to approve this project since it provides a number of benefits to the City.

Sincerely,

DocuSigned by:  
  
4AE9A530FBDD421...

John Curry  
Beulah Baptist Church  
320 S Washington Street  
Alexandria, VA 22314

September 21<sup>st</sup>, 2021

VIA Email: [plancomm@alexandriava.gov](mailto:plancomm@alexandriava.gov); [karlmortiz@alexandriava.gov](mailto:karlmortiz@alexandriava.gov)

To: Nathan Macek, Chair-Term  
Melissa McMahon, Vice Chair  
David Brown, Commissioner  
Melinda Lyle, Commissioner  
Stephen Koenig, Commissioner  
Vivian Ramirez, Commissioner  
John Goebel, Commissioner

Alexandria City Hall  
301 King Street #2100  
Alexandria, VA 22314

**RE: Support for the Columbus Flats Development Project**  
Tax Map No. 054.04-02-02, 08,09,10,11  
805-823 N Columbus Street

Dear Chair and Commissioners:

My name is Nilesch Patel of Point Alexandria Investments, which is currently developing the hotel site at the corner of N. Washington Street and Madison Street. I am writing on behalf of my company to express our full support for the Columbus Flats Development. We have had a great open line of communication throughout construction with Patrick Bloomfield. PT Blooms Development has been straightforward and collaborative in communicating his plans and working with us to assist us in developing our site. The design of the building will bring great character to the community and complement the design of our hotel site. We are looking forward to seeing this beautiful building finished and to continuing the open dialogue as we bring both of our projects towards the finish line. Columbus flats will be a great addition to the neighborhood, and we hope that Mayor Wilson and the council members approve this project.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Nilesch Patel', with a stylized, sweeping flourish extending to the right.

Nilesch Patel  
Point Alexandria Investments  
802-808 N.Washington Street

# City of Alexandria, Virginia

---

## MEMORANDUM

**DATE:** OCTOBER 4, 2021  
**TO:** PLANNING COMMISSION  
**FROM:** KARL MORITZ, DIRECTOR, DEPARTMENT OF PLANNING & ZONING  
**SUBJECT:** DSUP #2021-10020 / COLUMBUS FLATS

---

### ISSUE:

Staff's recommendation for approval of the DSUP is based on extensive consideration of the most appropriate zoning to achieve the City's broader goals, objectives and policies related to a number of issues including, but not limited to, the creation of additional housing and affordable housing in transit-oriented neighborhoods, improvements to the public realm, consistency with the applicable small area plans, and the compatibility of new infill construction to the existing built environment. All development projects go through an iterative review process among staff, the applicant team, the community and relevant boards and commissions where project parameters are proposed, tested, reviewed and refined. This case is no exception and staff responded to applicant's initial interest in constructing townhouses, an appropriate zoning classification and extensive design review process with the Board of Architectural Review. In addition, staff ensures that a project is reviewed equitably and consistently with similar projects.

### Consistency with Regional Housing Initiative

The density and location of the project within a half-mile of the Braddock Metro Station and near numerous bus routes are consistent with the housing production goals of the 2019 Regional Housing Initiative Resolution. The Metropolitan Washington Council of Governments (COG) determined that, to fulfill the Metropolitan area's future economic development goals, an additional 75,000 new housing units must be produced by 2030, beyond those already forecast, to house the anticipated workforce needed to support upcoming economic growth. An accompanying assessment by the Urban Institute determined that 75% of these additional units should be affordable to low- and middle-income households and that 75% should be located in activity centers or near high-capacity transit, such as Metro. Subsequently in March 2020, City Council endorsed COG's 2019 Regional Housing Initiative Resolution, including its allocation to Alexandria of a goal to produce or preserve an additional 2,250 new committed affordable units, beyond the Housing Master Plan goal, by 2030. Mounting demand, coupled with an increased level of City investment required to support affordable housing, underscores the necessity for the City to explore all options to expand housing opportunity and affordability through the development process and through consideration of financial and regulatory tools.

## Criteria for Rezoning without a Master Plan Study

### **1. Small Area Plan**

The proposal is consistent with the intent of the 2008 Braddock Metro Neighborhood Plan (BMNP) overlay and underlying 1992 Braddock Road Metro Station SAP, which provide guidance and a framework for redevelopment. The intent of the Plans applies to any site within the Plan boundaries. The applicant is also providing the developer contribution (+/- \$ 360,000) required by the Small Area Plan.

As stated in the staff report, the proposed master plan amendment meets the criteria for rezoning without a master plan study as the proposed use is consistent with the existing residential land use and intent of the Plans, creating more diverse housing options in a transit-rich neighborhood.

As this site borders both the boundaries of the Braddock and Old Town North plans, the requested increase of five feet from the existing height limit of 45' and the increase in density is in proportion with adjacent uses on N. Washington Street. The proposal offers a transition from those uses into the Braddock neighborhood.

### **2. Type of Area**

The proposal is consistent with the intent of the BMNP and is not a departure from the other existing uses in the area. The three-story portions of the building are intended to reflect the residential character immediately across the street. The four and five-story portions step back so the height is focused in the middle and rear of the site, closer to N. Washington Street.

### **3. Isolated Parcels**

Further study is not warranted given that this proposal is in keeping with the existing Plans, which provide the framework for redevelopment.

### **4. Status of Planning for Area**

N/A

### **5. Application's Consistency with City Goals**

As stated in the staff report, the project complies with applicable City policies, such as being served by mass transit, the Green Building Policy, Public Art Policy, Affordable Housing Policy, and stormwater management.

## Mixed-Use Requirement for CRMU Zones

CRMU zoning designations encourage and promote mixed-use developments and a diversification of uses in general, but do not require that a project be mixed use nor prohibit an entirely residential project. Specifically, Section 5-305 of the Zoning Ordinance, outlines the permitted floor area ratios in the CRMU-H zone and (c) allows for a "mixed use or residential/SUP" clearly indicating that an acceptable project could be exclusively for a residential building. This has been a consistent

practice applied and several projects with a CRMU zone are exclusively residential, including: The Lineage (formerly Ramsey Homes), zoned CRMU-M; the Slade townhouse development, zoned CRMU-L; the Bradley and the adjacent townhouse development on the west side of the 1200 block of Madison Street, zoned CRMU-H; the Alexan (formerly the WMATA bus barn), zoned CRMU-X; Chatham Square, zoned CRMU-X; and Portner's Landing, zoned CRMU-X.

#### Use of 7-700 Density Bonus for the Provision of Affordable Housing

As was noted in Commissioner Brown's memo dated September 28, 2021, the City's policy is to fully utilize the FAR permitted through a SUP-based density increase before tapping into the bonus density permitted through Sec. 7-700. It is accurate that the affordable housing requirement on density increases associated with the 2020 Housing Contributions Policy Update is lower (10%) than that required by Sec. 7-700 (33.33%). The reasoning behind that is that primary benefit associated with Sec. 7-700 is affordable housing, whereas there are a range of other community benefits, in addition to affordable housing, that are generated through a rezoning, such as a variety of developer contributions.

In Commissioner Brown's memo dated September 28, 2021, a question was raised regarding the number of committed affordable units yielded by the project. The project results in just under 9 units. The fraction of the ninth unit is being provided through larger affordable units and the inclusion of five additional dens (only two of the seven dens would have been required to ensure the unit mix was proportional). The addition of dens was deemed important to enabling future homebuyers to be able to grow into their units and remain over the longer-term contributing to housing stability.

It is noted that the eight affordable units constitute 10.2% of the 78 total units which is highest amount of affordability provided in a market-rate project without city and/or federal subsidies.

#### Parking Reduction

While reducing the number of bedrooms in the project would potentially remove the need to request a parking reduction, the City's broader goals are to provide more housing opportunities and to lessen dependence on single occupancy vehicles. This walkable location is well-served by Metro, multiple bus lines and bicycle facilities and staff fully supports the modest parking reduction requested.

#### Crown Coverage

Modifications to the crown coverage requirement are common in the historic districts and reflective of historic building patterns which typically featured buildings located at lot lines. Further, a building with a lower height or less density would not automatically increase the provided crown coverage. In addition, the project will add nine street trees where there are currently two, increasing the overall urban canopy.

#### Open Space

The counting of above-grade open space is not against the Zoning Ordinance in certain zones. While the general zoning ordinance open space definition states open space is at grade, for the CRMU-H zone, Section 5-307 continues with: “a portion of the space which would otherwise be required as green area may be met by comparable amenities and/or facilities provided in lieu thereof if such amenities or facilities meet or exceed the beneficial purposes which such green areas would accomplish.” The staff report is the Director’s determination that above-grade open space in the form of terraces and rooftop amenities are “comparable amenities” and meet the technical definition of open space as well as are functional and useable. Further, in urban settings, it is often preferable site design to include both at-grade and above-grade open space to provide for both site design and a mix of forms of open space. Nothing in the CRMU-H zone prescribes that open space must be publicly accessible or accessible by all residents. Many approved projects include a variety of open spaces with some open to the public, such as entry courtyards, some available as common areas for residents, such as found on rooftop amenity spaces with pools, gardens and lounge areas, and other spaces for individual residents in the form of balconies or terraces. This range of spaces for vibrant urban living. The interpretation is consistent with how staff has reviewed similar projects.

#### **Condition Addition**

At the request of Commissioner Lyle, to allow for upgrades and changes related to sustainability requirements, the following condition addition is proposed:

15a. The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (PC)

#### **STAFF:**

Karl Moritz, Director, P&Z  
Jeff Farner, Deputy Director, P&Z  
Robert M. Kerns, AICP, Chief of Development, P&Z  
Catherine Miliaras, AICP, Principal Planner, P&Z  
Stephanie Sample, Urban Planner, P&Z  
Tamara Jovovic, Office of Housing

#### **ATTACHMENT:**

1 – Memo from Commissioner Brown to Jeff Farner regarding the Columbia Flats, September 30, 2021

MEMO

September 30, 2021

TO: Jeff Farner, Deputy Director, P & Z

FROM: Dave Brown



SUBJECT: Comments on Columbia Flats Project

**Preliminary Comment:**

Staff says that the SAP and zoning changes are “consistent with the City’s priority of increasing density and affordable housing within proximity to Metro and other transit opportunities. . .” Staff Report 11. But this “Smart Growth” rationale is already reflected in the land use configurations and recommendations set forth in both the 1992 and 2008 Braddock Area SAP’s that are relevant here. Moreover, as I have detailed in a separate memo, after a close look at the numbers that lead to a staff-endorsed yield of eight Affordable Dwelling Units, I conclude that even if the overriding land use goal today is maximizing the provision of affordable housing, a more neighborhood-compatible project can measure up to the yardstick set by this project: 8 ADUs, along with 57 or 58 market rate units, instead of 70. Staff has advised that the Applicant first came forward with a proposal for 18 townhouses. But that, too, would be a project requiring both SAP and zoning changes, as the allowed RB/Townhouse density is 22 units per acre, and at the site size of .5726 acres, 18 units translates to over 31 units per acre. Staff apparently felt this was not the way to maximize ADU’s on the property. But maximizing ADU’s effectively subordinates all other planning and zoning considerations reflected in the SAP’s. If that is an accurate reflection of City policy, then the Braddock Area SAP’s, and perhaps many others, need much revision.

**Rezoning without a Master Plan Study:** Staff comment on compliance with the Criteria for Rezoning Without a Master Plan Study is limited to the observation that “the 1992 land use map

identifies the site as residential, consistent with the use being proposed.” Staff Report 11-12. This touches upon only one aspect of the five Criteria, and does so unconvincingly. The use may still be residential, but the change in zoning is from residential to mixed-use, regardless of the fact that the only use immediately contemplated is residential, and even the residential use is broadened from single-family residential to include the more intense multifamily residential. The argument is also self-refuting. If consistency of use as between the 1992 land use map and the requested changes is key, how can the SAP amendment be principally about modifying the 1992 land use map? On a broader look at the Criteria, my view is that (1) the proposal is not consistent with the SAP for the area or its intended development, because this is not one of the several areas designated in the SAP for either multifamily or mixed-use zoning; (2) while the property is vacant, it is not due to any undesirability or unsuitability for development, and it is on a street that block-after-block is dominated by two and three story single-family residences, so a significant change to mid-rise multifamily could reverberate widely, a result that should be preceded by re-evaluation of a broad swath of the multiple blocks like this one designated RM (residential, medium) in the 1992 land use map and at a height limit of 45 feet; (3) if staff feels that the 1992 land use map is more generally outdated in light of developments that have taken place in the plan area since then, and given the increased redevelopment interest in this area, that is good reason to revise the SAP before considering the sort of catalytic change envisioned by this project; and (4) with noncompliance as to parking, crown coverage and (properly applied) open space, one cannot conclude, speaking in terms of the Criteria, that the project complies “with all city policies other than the land use called for in the Master Plan,” nor with the goal of “protecting existing residential neighborhoods.”

**Master Plan Conformity:** Staff makes a master plan conformity argument from the fact that certain of the SAP goals will be furthered by the project, such as providing a secure and safe walkable neighborhood. Staff Report 10-11. But staff does not explain how the goals are furthered in some more significant way or to some more significant degree than would be the case with a zoning change more in line with the “Residential Medium” land use designation in the SAP, even if at a greater density and height than RB/Townhouse allows. More fundamentally, the discussion seems to downplay the obvious: the reason an SAP amendment is sought is because the plan **does not conform** to the SAP, either as to land use or building height. Further, even with the proposed SAP land use amendment from RM to RH, “Residential High,” there is still a lack of master plan conformity. Among the multifamily residential zones, only the RMF zone would permit the density proposed here, whether measured as FAR or dwelling units per acre. The limit outside RMF, which may be the real zone of choice for furthering affordable housing in proximity to public transit, the most that can be done is 100 dwelling units per acre in the RD/High zone, and an FAR of 1.5 in the RM/Townhouse zone (both pre bonus density). By contrast, the project has a pre bonus density of 2.5, and with the added 7-700 density comes it at a stunning 136.22 dwelling units per acre (78 units on .5726 acres).

**Rezoning:** The zoning of choice for the property is none of the residential multifamily zones, even though the property is going to be devoted exclusively to residential multifamily use. But as noted above, none of those zones produces the density level proposed here. Under CRMU-H, the top multifamily residential limit of 1.25 FAR can be stepped up by as much as 1.25, to 2.5 with an SUP. But the reason that increase is or should be made available ought generally to be because of the nature of mixed use zones: their purpose is to facilitate mixed use, not to increase the density of single uses. Specifically, the intent of the CRMU-H zone “is to establish a zoning classification

which permits developments that include a **mixture** of residential, commercial, cultural and institutional uses in a single structure or multiple but integrated and related structures; to encourage a diversification of uses in **unified projects** located in proximity to Metro stations . . .; and to promote the development of **mixed use** projects by allowing greater densities than would otherwise be permitted to the extent the proposed **mix of uses**, design and location warrant.” While the CRMU-H zone does allow a single use project, and that use can be multifamily, as I read the statutory purpose, it would rarely, if ever, be appropriate to shower a single-use project with anything close to a 1.25 FAR increase. And while merely getting a passing grade on the generic criteria for the grant of an SUP should be regarded as a **necessary** approval requirement, it ought not be a **sufficient** one. There should be a reason for the increase, tied to fulfilling the specialized intent and purpose of the zone, which most certainly is not to increase the density of a single use regulated elsewhere in the Ordinance, regardless of the relatively minor collateral impact that increase may have on the amount of affordable housing that results, which I address next.

**ADU Requirements:** My separate memo untangles and inspects the differing ADU requirements associated with SUP-based density increases and bonus density under 7-700, and concludes that the 7-700 provision produces much more “bang for the buck” in ADU’s in return for the density that is added to the project. I suggested that, as a general rule, we should not allow SUP-based density increases where the applicant has failed to first use all the available density bonus under 7-700. Such a failure is what is proposed here: only two-thirds of the 7-700 density bonus is proposed to be used. Staff’s response, if I have understood it correctly, is that the process currently in use is to the contrary: no 7-700 density bonus is awarded until all the available SUP-based density increase is used. I see nothing in the Zoning Ordinance mandating this sequence, and we are shooting ourselves in the foot to continue it. Moreover, it seems to be based on the

presumption, which I think is unfounded, that in every case where an SUP-based density increase is appropriate, the increase ought to be 100% of the maximum available.

**Parking Reduction:** After all the proper reductions in the parking requirement, the number of spaces is 73, but there is only room in the garage for 69. So a modification has been requested to reduce the parking requirement by four spaces. The obvious alternative approach would be reducing the number of units by at least five. This would reduce the parking requirement by  $.8 \times 5 = 4$  spaces, obviating the modification request. This possibility is not even mentioned in the Staff Report. That small a reduction in the number of units could come entirely from the top floor and not alter the footprint of the building or the number of parking spaces provided, which are projected to be unbundled and sold for over \$2 million ( $69 \times \$30,000$ ). Further, a four-story building would presumably not require a 5-foot increase in the SAP height limit of 45 feet.

**Open Space:** The required open space is 40% of the site area, or 9978 sq ft. At-grade space is 2660 sq ft, or 26.65% of the required amount. Another 4479 sq ft is above grade, but evidently accessible to all homeowners, either on the 4<sup>th</sup> floor balcony or the rooftop. Staff Report at 16. This above-grade space is not “open space” as that term is defined in the Ordinance. Unless and until the Ordinance is changed, no areas above ground can be termed “open space” in the absence of explicit language in individual zones authorizing such. In the CRMU-H zone, “comparable amenities and/or facilities” can take the place of open space if the Director deems it functional and usable, and it meets or exceeds the beneficial purposes of ground-level open space.” In the past, we have deemed this “amenity space,” so as not to conflate it with true, ground-level open space. With an appropriate finding by the Director, this amenity space is arguably counted in the tabulation of open space, but even so, the sum is 7139 sq ft, still short of the 9978 sq ft requirement by 2839 sq ft, i.e., by over 28%. The Staff Report goes even further afield in counting as open

space private balconies and terraces in individual homeowner units that add up to 5755 sq. ft. That's all well and good for each homeowner, but not the residents as a whole nor the public. In any case, that third space category should not count in the open space calculation, and does not justify the staff assertion that "the project well exceeds the 40 percent open and usable open space requirement by eleven percent." *Id.*

**Crown Coverage:** While the City will be aspiring in the future to meet a crown coverage of 40% City wide, in this case the applicant does not meet the 25% requirement currently applicable here, coming up 35% short of the 10,350 sq ft requirement. Staff Report 22. The reason is obvious: so much of the ground is taken up by the building that 6815 sq ft is apparently the best that can be done. While the 25% requirement is perhaps unlikely to be achieved by any multifamily building in this location, a reduction in the footprint (should approval be for a dozen fewer market rate units) would increase the level of compliance.

**Project Benefits:** The Staff Report begins with the traditional recounting of project benefits. This listing would be much more useful in evaluating all of the requested modifications, SUP's and the zoning and SAP amendments if it distinguished benefits flowing from the granting of all the requested zoning relief from benefits that would accrue to the City if the land were developed under by-right zoning, which, of course, requires neither a zoning nor SAP amendment. In addition, as noted above, in my separate memo on the yield of affordable housing, I concluded that the project could achieve a yield of 8 ADU's with the market rate unit total of 57 or 58, rather than 70. A recounting of the benefits that would be anticipated from a three-story project (with perhaps a set back fourth story) configured to these totals would also be most helpful in evaluating project benefits.

**MEMO**

**October 7, 2021**

**TO: Karl Moritz Director, P & Z**

**FROM: Dave Brown**

**SUBJECT: Response to Your October 4<sup>th</sup> Memo on Columbus Flats Project**

As I indicated at the Planning Commission hearing on Tuesday, October 5<sup>th</sup>, I would not be supporting the staff recommendations on the various actions proposed for the Columbus Flats project. And in view of the fact that the staff recommendations had the support of all the other Commissioners, I told you that I would provide for the record, and City Council's consideration, my reasons for disapproval in written form. These reasons, set forth below, supplement the concerns I previously expressed in my September 30<sup>th</sup> Memo to Deputy Director Farner, and are oriented toward your responsive Memo of October 4<sup>th</sup>.

**1. Affordable Housing Policy Should Not Displace  
Standard Planning and Zoning Standards and Policies.**

Your response Memo reinforces in my mind that increasing the supply of affordable housing is a goal that seems to be displacing the conventional planning and zoning tools that ensure, first and foremost, that we get the right project in the right place. You state as follows: *"The density and location of the project within a half-mile of the Braddock Metro Station and near numerous bus routes are consistent with the housing production goals of the 2019 Regional Housing*

*Initiative.*” That statement is undeniably true, but it would be equally true of dozens of acres of existing properties in the Braddock Road Metro Station SAP consisting of two and three story row houses and townhouses and SAP recommended to be maintained essentially as is. If your statement is thought an adequate rationale for converting this vacant RB/Townhouse lot into a mid-rise apartment building, it would be equally true for a good part of the neighborhood. If that is to be the long-range vision for this area, it should be tested and reflected in a revised SAP before projects are green lighted. You reference the Council’s March 2020 adoption of a goal of increasing affordable housing by 2250 units beyond the Housing Master Plan goal by 2030. I support that goal, but I never understood that it was to be interpreted as a directive to override SAP land use, density and height recommendations through the expedient of SAP and rezoning amendments. If I have misread the situation, then the SAP, as updated in 2008, is just one of perhaps many that need revision. Indeed, since we appear to be about 90% complete in projects completed or underway to meet the density increase goal of 3.9 million sf for this SAP, it would not be too soon to begin the process of revising this “Growth Crescent” SAP to account for recent changes in our affordable housing goals.

## **2. The Criteria for Rezoning Without a Master Plan Study Should Be Reworked.**

Your response Memo clarifies for me that the Criteria for Rezoning without a Master Plan Study are so vaguely worded and open-ended that there is always room

for argument that the Criteria are met. My September 30<sup>th</sup> Memo explains why I do not find them met in this case. Perhaps I am just disagreeing that the Criteria as currently written are not really adequate as criteria. I had no hand in their provenance and recommend a fresh look at a later date. I have on many occasions made known by view that maintaining citizen confidence in the credibility and utility of the planning process is vitally important to the effectiveness of that process, wholly apart from the negative impression left with the citizenry when SAP's are amended to permit zoning category changes in project after project without a renewed planning process. In my view, it should be the rare, exceptional case where, for a single project, the SAP is amended and the land rezoned to facilitate project approval. This is not an exceptional case, and the Criteria should be revised accordingly.

**3. For Residential-Only Projects, Rezoning to a Mixed-Use Zone Is Being Used to Add SUP-Based Density While Disregarding the More Appropriate Higher Density Residential Zones.**

Your response Memo refutes a claim I never made: namely, that mixed-use zoning is not appropriate for an exclusively residential use project. What I did say is that, in general, the SUP-based FAR increase in mixed use zones ought to be directed at the challenges associated with providing a mix of uses, rather than just to increase the density of a single use. In the same vein, staff has provided no explanation for why none of the various zones in which multifamily residential use

is the principal purpose of the zone were thought suitable here, especially since other locations in the SAP, but not this one, are expressly targeted for mixed-use zone development. If this trend continues, all over the City virtually every new apartment building with no mix of uses will be in a mixed-use zone rather than a multifamily residential zone, reducing the latter to an historical anachronism—a fate they do not deserve.

**4. If There Is a City Policy Favoring SUP-Based Density Increases Over Affordable Housing Density Bonuses Under 7-700, It Should Be Reversed.**

As you are aware, my September 30<sup>th</sup> Memo to the Deputy Director was preceded by my September 28<sup>th</sup> Memo to him that took a deep dive into the mechanical and mathematical details of how staff concluded that 8 Affordable Housing Units (AHU's) was the realistic maximum for this project. I did this because I was puzzled from the outset why the applicant was only using two-thirds of the bonus density available under 7-700. That earlier Memo laid out my computations for this case and came to the conclusion that if all the 7-700 bonus density had been used, the project did not have to exceed 57 or 58 market rate units to get 8 AHU's, which would mean an SUP-based FAR increase of .75 instead of the 1.25 proposed. In other words, the goal of maximizing the AHU contribution could be met with a project with a dozen fewer market rates units, which might lower the whole project by a floor, or reduce the footprint. Since that time, neither staff nor your response Memo has disputed my numbers; instead you stated that adding

SUP-based density precedes adding 7-700 bonus density as a matter of “City policy.” I did not know that was City policy, and wonder if I alone among the Commissioners has been in the dark about this before now. In any event, it seems wrong to me and contrary to the goal of maximizing affordable housing. As I understand your policy rationale, giving the SUP-based density priority over the 7-700 bonus density means greater developer contributions toward other community benefits than might be the case in the reverse situation. This is quite likely true, but it prompts me to ask, “Which has the priority: monetary developer contributions or affordable housing?” A comparative analysis would be helpful: how much would the developer contributions have been reduced if the SUP-based density increase was .75 ( to an overall 2.0 FAR), instead of 1.25 (to an overall 2.5 FAR)? My ball park estimate is \$160,000 less. I recommend that staff confirm or correct that estimate in the memo to the Council on the project. This would facilitate discussion of whether that loss is offset by reducing (from 78 units to 66) the number of units in an apartment building to arise at this location on North Columbus Street, an area of single-family row houses, where, at 78 units and 50 feet, height and mass compatibility will not be a stellar feature of the project.

**5. With a Reduced Density, There Would Be No Need for a Parking Reduction and the Crown Coverage Dispensation Could Be Less.**

I agree with your observation that the parking reduction of four spaces is “modest.” All else equal, I would have no problem with it. But all else is not equal,

especially when I see no reason why the overall project is not a dozen units smaller. I feel the same way about the crown coverage dispensation. I would also think planting trees on vacant land, as here, is the best location for the crown coverage requirement to have optimum effect. If the crown coverage goal of 25% is too much for vacant land, where will we hold developers to this requirement?

**6. Above-Grade Balconies and Terraces Under the Exclusive Control of Individual Homeowners Should Not Qualify As Open or Amenity Space**

I do not agree with your conclusion that above-grade balconies and terraces that are owned and exclusively controlled by an individual property owner should count as open space or amenity space. The Commission's Open Space discussion with staff on February 7, 2019 included a 43-page Powerpoint presentation on the types of open space found in our approved developments. Upon reviewing it again, it appears to me that your conclusion has yet to be widely followed in project design and approval. More fundamentally, it is possible that privately controlled open space on the ground can contribute to a sense of "openness" even if the space itself is not accessible by anyone but its owner. But I do not see how that observation extends to above-grade balconies and terraces. At the very least, this is an issue that merits considerably more focused discussion at the Commission than it has had to date.