

EXHIBIT NO. 1

13(c)
9-17-11

Docket Item #12-B

**Development Special Use Permit #2011-0002
Braddock Gateway – Phase I – 1219 First Street**

<u>Application</u>	<u>General Data</u>	
Project Braddock Gateway – Phase I 1219 First Street	PC Hearing:	September 8, 2011
	CC Hearing:	September 17, 2011
	If approved, DSUP Expiration:	September 17, 2014
	CDD Expiration	December 31, 2027
Applicant: Jaguar Development LC, Represented by Mary Catherine Gibbs, Hart, Calley, Gibbs & Karp. LC	Parcel Acreage:	0.997Acres
	Zone:	Existing: CDD #15
	Proposed Use:	Mixed Use (residential and retail)
	Gross Floor Area:	Retail: 1,500 sq ft Residential: 276,998 sq ft Total: 278,498
	Dwelling Units:	270
	Small Area Plan:	Braddock Metro Neighborhood Plan
Green Building:	Compliance with the City's Green Building Policy - LEED Certification	

<u>Purpose of Application</u>
A request for approval of a Development Special Use Permit for the redevelopment of an existing warehouse facility into a mixed use residential/retail development. The project requires the approval of the following application: 1. Development Special Use Permit (DSUP) pursuant to Coordinated Development District (CDD) #15 .
<u>Staff Recommendation:</u> APPROVAL WITH CONDITIONS
Staff Reviewers: Patricia Escher, AICP, Principal Planner patricia.escher@alexandriava.gov

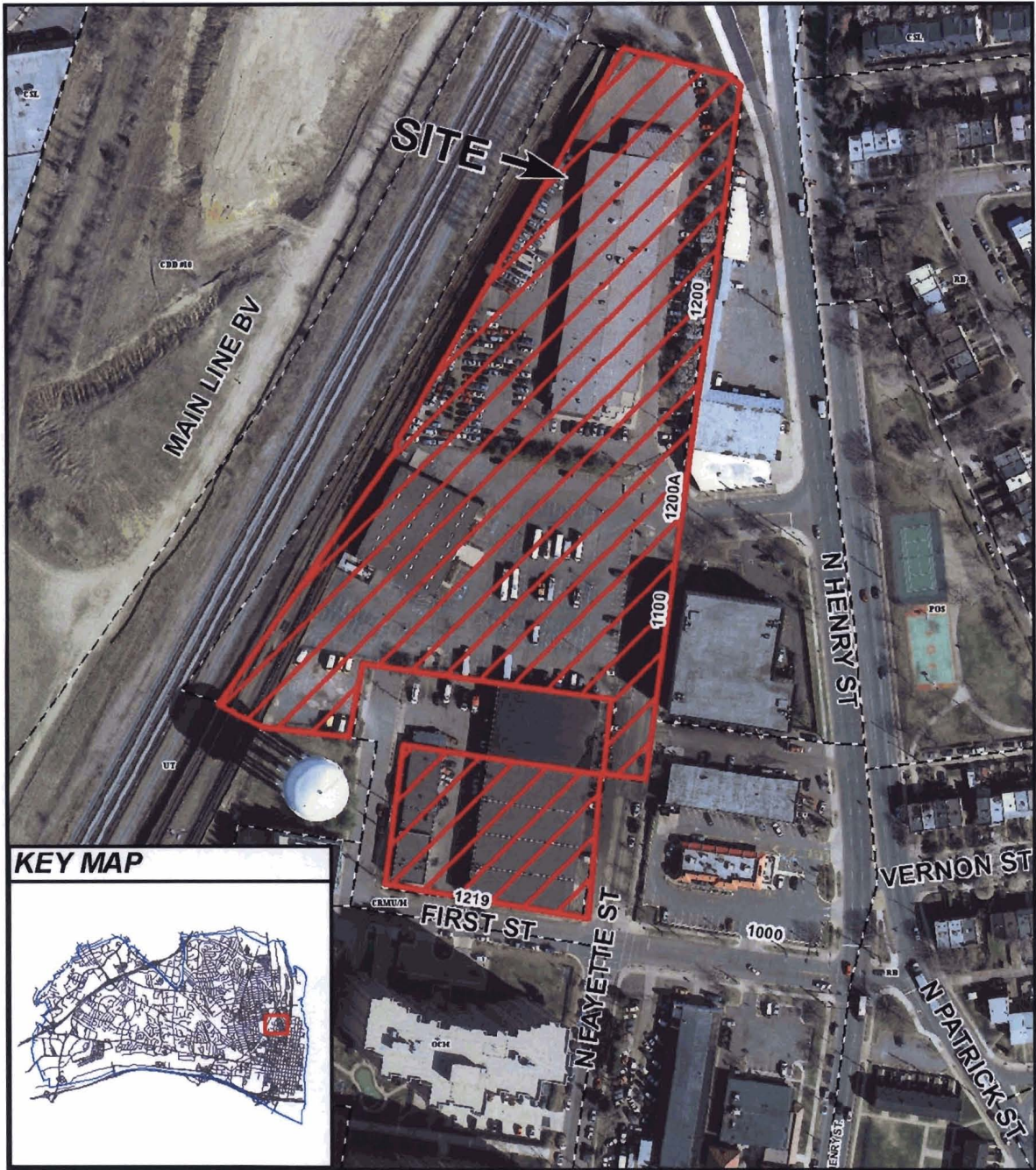
PLANNING COMMISSION ACTION, SEPTEMBER 8, 2011: On a motion by Mr. Wagner, seconded by Mr. Robinson, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations. The Commission recommended that Condition #30 be removed as the funds for the bicycle share stop could be appropriated from the Transportation Management Program at such time that the program is adopted by the City. The motion passed on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Mary Catherine Gibbs, representing the applicant, spoke on behalf of the project, introduced the developers and the design team. She stated the applicant agreed with all of the conditions and recommendations with the exception of condition 30. She stated that due to the large amount of contributions that this application was providing that the additional \$40,000 was burdensome and suggested that this money should come from the agreed upon Transportation Management Program.

Paul Hartel, Stated that the bike share program funding would ultimately be passed on to the taxpayers and does not support the program.



KEY MAP



CDD CONCEPT
 PLAN# 2011-0003
 DSUP# 2011-0002

9/8/2011



I. SUMMARY

A. *Recommendation*

Staff recommends **approval** of DSUP #2011-0002 – Braddock Gateway, Phase I, subject to compliance with the applicable City codes, ordinances, adopted plans and policies and staff’s recommendations. The proposal provides a number of public benefits for the City and the surrounding community, including:

- The redevelopment of a warehouse facility with an architecturally distinctive building of superior quality, that includes a mixture of residential dwelling units and some small neighborhood serving retail;
- Creation of a transit oriented development (TOD) by providing residential rental units within very close proximity to the Braddock Metro Station;
- Monetary contributions to the Braddock Metro Neighborhood Open Space and Community Amenity Funds and the City’s Affordable Housing Fund;
- Enhancements to the adjacent streetscape with new wide sidewalks and street trees; and
- All required residential parking spaces in an underground parking structure.

B. *Summary of Issues*

The applicant, Jaguar Development LC, requests an approval of a Development Special Use Permit for the first phase of the Braddock Gateway CCD #15. The application is in conformance with the representations made during the 2007/2008 review process. Given the site’s prominent location, proximity to the Metrorail station and the concurrence of the Braddock Metro Neighborhood planning effort, this site received a very detailed review during the rezoning process. In regard to the overall project, special attention was paid to the quality of the architecture, given the scale and the vertical nature of the buildings. There are heights ranging from 150’ down to 50’, thereby providing building “shoulders” along the pedestrian oriented street frontage along Fayette. The redevelopment of the site and its proximity to the Metrorail station was viewed as an overall benefit to the community, creating transit oriented development and in keeping with the City’s Eco City Charter. Additionally, the proposed pedestrian improvements will create safer pedestrian circulation as, currently, the existing site has no discernable sidewalks and large spans of surface parking lots. Furthermore, there were numerous discussions about the overall lack of greenery/gathering spaces in the neighborhood and the proposed central green was viewed as needed community amenity.

The first phase of development will be the southernmost building on the site and this building reflects the high quality of development and achievement of overall public goals noted above. Some of the topics that will be discussed in more detail within this report are:

- Pedestrian Amenities and Transit Stop;

- Minor Architectural Revisions;
- Monetary Contributions to the Housing Fund and the Braddock Implementation Funds;
- Underground Parking and Off Site Visitor Parking;
- Revised Transportation Management Plan;
- Open Space; and
- Stormwater Management.

II. BACKGROUND

A. Site Context

The overall CDD #15 site is located between the Metro rail lines and Route 1 with the low-scale residential neighborhoods immediately east of the Route 1. The Monroe Avenue Bridge is to the north and First Street lies to the south. The entire CDD site is divided into two areas: the northern area is approximately six acres and the southern area is approximately one acre. These two areas are separated by the Yates property.

The site for this DSUP application is located on the stand-alone, one acre parcel abutting First, Fayette and Payne Streets. A McDonald's is located across Fayette Street to the east, the Meridian apartments are to the south across First Street, an office building and water tower are to the west and it shares its north property line with the Yates property. The parcel contains two single story warehouse structures with some ancillary surface parking lots.

B. Development Approval Process

CDD #15 was approved in 2008 and, in July 2011, the applicant requested and received a recommendation of approval from the Planning Commission for CDD #15 – First Amendment. The amendment consisted of a series of requests to modify the phasing plan, reduce parking ratios for the first phase, adjust the commencement period for implementation of the Consumer Price Index (CPI) escalation for the monetary contribution to the City's housing fund, and some other minor amendments/updates. (Please refer to staff report Docket item #5 A&B of the July 7, 2011 Planning Commission hearing enclosed within the packet for additional detail.)

In addition to CDD #15 – First Amendment, which has been recommended for approval by the Planning Commission and which is awaiting action in September by the City Council, staff is now recommending a series of technical amendments to the CDD. These amendments are described in a separate staff report that is included in the September 8th docket packet.

In addition to these CDD technical amendments, the applicant is requesting a DSUP for the first phase of development. Thus, the Planning Commission is being asked to review and vote on the technical amendments to the CDD and the DSUP during the September 8th docket. The City

Council will review and vote on both of these cases, as well as CDD #15 – First Amendment, at their September 17th meeting.

III. PROJECT DESCRIPTION

The first phase of redevelopment of the property entails the demolition of two existing warehouse facilities in order to construct a high rise residential building with some ancillary ground floor retail and two levels of underground parking. The residential building will consist of 15 stories within the central tower and two lower shoulders along the eastern and western wings of the building. The eastern wing will consist of 6 stories and incorporate a pool deck to serve as roof top open space for the residents and their guests. The western wing would consist of 13 stories, being lowered from the original CDD concept by 2 floors.

The front entrance to the site will have a circular vehicular egress/ingress allowing for pick up and drop off of the residents and/or visitors. The courtyard design includes some landscape enhancements within a small central green and directly adjacent to the building facade. This courtyard will also include a hardscape area, providing the residents with an outside seating opportunity.

The rear/side of the building will provide access to two levels of underground parking and an internal loading bay via Payne Street. Approximately 23 surface visitor spaces or 60% of the City’s requested visitor parking will be accessed from Fayette Street. The remaining 40% visitor parking spaces will be located across Payne Street on Landbay #5 where the existing water tower is located.

IV. ZONING

Property Address:	1219 First Street	
Total Site Area:	0.997 Acres	
Zone District:	CDD #15	
Current Use:	Vacant Warehouse	
Proposed Use:	Mixed Use – Residential and Retail	
	Permitted/Required	Proposed
Gross Floor Area:	281,204 sq ft	278,498 sq ft
Height:	150’	150’
Setbacks:	NA	NA
Open Space:	NA – Satisfied by Central Open Space	14,000 sq. ft. – ground level and roof top
Parking:	0.9 spaces per residential unit	0.9 spaces per residential unit
Loading:	NA	1 space

V. STAFF ANALYSIS

A. *Braddock Metro Neighborhood Plan*

The 2008 CDD #15 review and subsequent approval was concurrent with the Braddock Metro Neighborhood Plan. The proposed development was designed as the Plan was finalized and complies with the Plan's general guidance in areas such as:

- Building height maximums and the incorporation of building "shoulders" into the design, thus lower the building height along Fayette Street and creating a pedestrian scale streetwall;
- Providing neighborhood serving retail;
- Providing underground parking;
- Participating in a Transportation Management Plan;
- Contributing to the City's Affordable Housing Trust Fund; and
- Contributing to the Braddock Neighborhood Implementation funds for streetscape and open space improvements.

B. *Streetscape/Pedestrian Improvements/Transit*

The proposed development abuts three City streets: Payne, First and Fayette Streets, with the Yates property sharing its north property line. Existing pedestrian amenities on site are basically non-existent, with a small dirt path running along the majority of the First Street frontage and only a small sidewalk from the adjacent parking lot serving the western most building. There is a loading area along Payne Street frontage and non-delineated surface parking lot along Fayette Street with no discernable barrier between the street and the parking surface. This general area does not serve the neighboring communities with safe pedestrian circulation to and from the Braddock Metro Station.

The proposal will greatly enhance the pedestrian circulation and safety in this area by providing - at a minimum - 14 foot wide sidewalks and street trees along the City's rights-of-way, in compliance with the Braddock Metro Neighborhood Plan. Additionally, the sidewalks along Fayette Street shall be further enhanced with the installation of the City standard running bond brick paving pattern throughout the length of the development. At the three intersections there will be the installation of newly designed handicapped ramps and their associated crosswalks. All curb cuts shall be designed in such a manner that they will be flush with the sidewalk, thereby facilitating pedestrian circulation.

The Braddock Gateway project is adjacent to the City's planned high capacity transit route which will operate from the Braddock Road Metro to Crystal City. The initial phase of the Braddock Gateway project will include the construction (by the applicant) of a high capacity transit stop along First Street, just east of Payne Street. This high capacity stop will feature amenities such as a covered passenger waiting area with seating, ADA accessible areas, electronic and communication connections, LED display for real time transit and emergency information, wayfinding information, windscreens, and possible fare media machines installed and maintained by others. This stop will also feature a 40' long and 8' wide, unobstructed transit passenger loading pad to allow for the rear entry and exit from a high capacity transit vehicle such as a BRT bus or streetcar. There will be a No Parking/Transit Stop Zone adjacent to this particular stop.

C. Building Design/Architecture

Given the site's strategic location immediately adjacent to the Route 1/Monroe Avenue Bridge, and the pronounced vertical nature of the development, the 2008 development review process placed considerable importance on the quality of the architecture, as the site truly serves as a gateway into the historic portion of the City. Particular attention was given to the buildings along Fayette Street, due to their high visibility from the surrounding community, with building heights ranging from 150' to 86' along the central spine of the development. There were numerous renderings, elevations, and streetscape studies created during this process.

In addition to those studies, the applicant produced a detailed physical model that not only showed the proposed buildings, but also provided the surrounding context. This model was on display for the community and brought to both the Planning Commission and City Council hearings. A picture of the model as shown below demonstrates the level of detail that was presented during the initial CDD review process.



Design Revisions

With the first DSUP application, the first phase's building design (the southernmost building in the development) is being revisited in an effort to enhance the original design. As the applicant has presented to Planning staff in recent meetings, the intent has been to keep the original design intact, while making a few adjustments to massing that would, in staff's opinion, improve the overall scale and character of the building. While keeping most of the building facades and details essentially unchanged, the tall west wing of the structure has now been lowered, creating a building "shoulder" along North Payne Street, which accomplishes a number of desirable objectives. First, it carves away the more monolithic mass as previously proposed, to reveal a central "tower" element, that reinforces the designs of the proposed buildings to the north. Second, the addition of a building "shoulder" is in keeping with the overall urban design intent of the Braddock Metro Neighborhood Plan, particularly as North Payne Street is a relatively small-scale street, which will benefit from this sort of scale transition. Finally, the massing change does this without taking away from the approved architectural character of the building. There are some façade revisions being proposed along with this change, such as the

simplification of some of the cornice treatments, in order to make the central tower element more prominent and bringing the glass at the building entrance more to the foreground. Staff feels that these changes are entirely in keeping with the spirit of the CDD approval, and can be handled administratively as the detailed design progresses through final site plan and building permit.

A key element in staff's recommendation to proceed with the design as amended is that the project will retain both its design character, the high quality of materials and detailing that was approved in the original CDD. As such, staff is recommending that the Planning Commission and City Council approve the building design as submitted in the DSUP, with the understanding that refinements may take place during the final site plan process.

Green Building

The proposed development will comply with the City's Green Building Policy which would require that the residential building be LEED Certified or the attainment of an equivalent rating system's classification. The new building may include such innovative design measures such as low flow fixtures, energy star appliances, construction using low-emitting materials, innovative waste water design and mechanical equipment that optimize energy performance. The specific design and methods will be reviewed through the final site plan and building permit process.

D. Affordable Housing

As part of the approved CDD zoning for Braddock Gateway, the applicant committed to a voluntary contribution of \$5 million to the Housing Trust Fund. The approved CDD conditions stipulate that the voluntary contribution will be made in five equal installments of \$1 million payable at the time of the certificate of occupancy for each of the five phases of the development. Originally, all Housing Trust Fund contributions were to be adjusted from 2008 dollars based on the "U.S. Bureau of Labor Statistic Consumer Price Index (CPI)." However in recognition of the current economic climate, CDD #15 was amended by the Planning Commission to forgo all CPI adjustments until 2016. Therefore, as part of the Braddock Gateway Phase I DSUP, the applicant will make a \$1 million voluntary contribution to the City's Housing Trust Fund payable at the certificate of occupancy.

E. Braddock Metro Neighborhood Open Space and Community Amenity Funds

In an effort to have the amenities that were discussed within the Braddock Neighborhood Metro Plan come to fruition, the Plan made provisions for developers within the Plan's boundaries to contribute to two neighborhood funds. One fund was for the acquisition of open space and the other fund was for streetscape improvements within the Plan's boundaries. These funds were

prorated with varying contribution rates based upon the estimated costs for the improvements. These contribution rates were further redefined by the type and timing of a development projects.

Projects that were anticipated to start construction in the near future were considered catalyst projects and would receive a reduction to their contribution rate in an effort to enable these projects to proceed forward, and to provide some amenities to the community that would thereby improve the market condition for subsequent projects. The Plan indicated that there were three such catalyst projects and all other projects were to be considered either non-catalyst projects or projects with a density bonus. Both of these later project designations would have incrementally higher contribution rates to the funds.

The first phase of the Braddock Gateway was designated as a catalyst project and will be responsible for paying into the Open Space Fund and the Communities Amenities Fund based upon the gross square footage of the building. The contribution for the open space is based on a rate of 0.95 cents and the amenities fund rate is currently is based upon at 0.41 cents contribution for an estimated total contribution of \$376,717 to these funds. (approximately \$263,148 to the Open Space fund and approximately \$113,569 to the Amenities fund) These rates are based on 2011 dollar value and are subject to the CPI escalation. However, since the final payment for both of these contributions is due at the issuance of a certificate of occupancy, the actual dollar amount cannot be calculated until that time and the final cost will be verified by the City's Office of Management and Budget.

F. Parking

The first phase of development will be parked at a 0.9 ratio for each residential dwelling unit within a two story underground parking structure. The entrance to the structure will be at the rear of the building along Payne Street, locating it at the least prominent portion of the building. The applicant has the option, pursuant to the Braddock Metro Neighborhood Plan, to unbundle the parking spaces from the residential units to allow for more flexibility for the residents who do not own a car.

The parking provided with this DSUP conforms to the CDD requirements of 0.9 parking spaces per residential unit plus 15% visitor parking. Sixty percent or 23 visitor spaces will be located on site in the rear of the building and forty percent or 14 visitor spaces will be located across the street on Landbay 5. The on-site visitor parking access will be along Fayette Street and be limited to right-in, right-out turning movement to reduce the width of the curb cut and keep the pedestrian character of Fayette Street. One parking space for the 1,500 square feet of retail is provided, which exceeds the retail parking requirements set forth in the CDD. Staff supports the proposed parking ratios based on the proximity to the Braddock Road Metro station, the future High Capacity Transit corridor, and the overall walkability of the surrounding neighborhood.

G. Transportation Management Plan

The applicant has agreed to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). To support such a plan, the applicants have agreed to initial yearly rates of \$80 per residential unit and \$0.25 per square foot of retail space. The TMP will require a coordinator to implement and oversee the TMP program for both the rental units as well as for the retail. This position usually becomes a part of the rental management function. Specific elements of plan implementation include a bikeshare program, a carshare program, discounted bus and rail fare media (up to 20%) available to tenants and employees for purchase on-site and distribution and display of transportation options to tenants and employees. Specifics of the TMP for this project are outlined in attachment #1.

The TMP program, when combined with the proposed reduced parking ratios, is likely to significantly reduce the number of SOV trips and the overall number of car based trips. To support the recommended parking reductions, a requirement to install bike share station to support alternative modes was included. The SOV trip reduction goal for the site is 45 percent, which is an achievable goal considering the proximity to the Braddock Street Metrorail Station and connecting transit.

The development conditions require the applicant to participate in the updated Transportation Management Plan program when implemented. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. Currently, the TMP program is undergoing a major update, with the update projected to be complete and approved by City Council in Spring 2012. Requiring participation in the updated TMP program will allow this development to join with other nearby TMPs, creating economies of scale and more effective use of TMP monetary resources.

H. Open Space

The CDD concept plan indicates that, over the entire development, there will be approximately 38% of open space. The majority of the CDD's open space requirement will be met with the second phase of development that includes a central green located in the middle of the development between Phases II and III. This green space received much attention during the Braddock Metro Neighborhood Plan process which tried to locate green amenities throughout the Plan area. The community will be involved during the DSUP process for Phase II so that the park will get citizens' input about the design and programming.

The Phase I proposal has provided approximately 6,000 sq. ft. of ground level open space with an additional 8,000 sq. ft. of roof top pool and deck amenity. The approximate 14,000 sq. ft. of open space is about 30% of the site. The current submission shows the general layout and design of the building courtyard and a very generic roof top plan showing the pool location. As the development proceeds through the final site plan review process, addition detail will be required

for these open space areas to ensure the quality of design and that these amenities are providing the residents with a pleasant outdoor experience.

I. Stormwater Management

The proposed Braddock Gateway development site (7.08 acres) is comprised of commercial buildings and surface parking resulting in a site imperviousness of approximately 90%-95%. The subject site has three outfalls and lies in multiple sub watersheds. The Southern outfall, located at First Street and Payne Street, extends to the Braddock-West sewer shed and drains to the Timber Branch sub watershed. The Western outfall, located at WMATA rail road tracks, extends to PYD and the Northern outfall located at Route 1 Bridge both eventually drain to the Potomac River.

The first phase of development lies in the Braddock-West sub watershed area that has a known flooding problem. However, there is no other outlet available to discharge the stormwater flow generated from this phase of development. As such, the applicant is permitted to discharge to the Southern outfall in a manhole located at the intersection of First St and N. Payne St. The Southern outfall shall be used temporarily for the first phase of the project. When the next phases of development occur, a revised storm water system shall be developed to divert the storm water to the Northern and Western outfalls. A condition of the DSUP is that the discharge from this phase of development cannot increase more than 90% of the flow currently being discharged into the Southern outfall for a 10-year storm. Additionally, the flow from the site shall be discharged through a gravity system and overland relief shall be provided for a 100-year storm.

A water quality devise is being provided for Phase I. Upon further development, the water quality requirements for the entire site shall meet the Virginia Storm Water Regulations adopted in 2011 and/or the Environmental Management Ordinance (Chesapeake Bay Preservation Act), whichever is more stringent. The entire site shall ultimately utilize only the Western and Northern outfalls as the development progresses through and completion of the entire development. The applicant has submitted a memorandum as a part of the Preliminary Development Special Use Permit that is attached to this Staff Report, which explains how the applicant shall develop a Stormwater Management Plan (SWMP) in compliance with the CDD condition and utilize the alternate outfalls to divert stormwater flows from the Southern outfall.

During subsequent phases of development the outfall systems shall be analyzed for the entire drainage area including proposed redevelopment within that designated drainage shed, to the satisfaction of the Director of Transportation and Environmental Services (T&ES). It shall not be assumed that any or all of the available capacity will be available to be utilized by runoff redirected from the proposed redevelopment site or other drainage sheds.

If sufficient capacity in the existing storm water collection system is not demonstrated to be available, the applicant shall design and construct on-site and/or off-site storm sewer

improvements to discharge to an adequate outfall. This condition applies even if the post development storm water flow from the site is reduced from the pre-development.

VI. COMMUNITY OUTREACH

During the CDD #15 – First Amendment process the applicant met with members of the community by attending the following meetings.

- West Old Town Civic Association meeting on June 9th
- NorthEast Citizens Association on June 30th
- Community meeting on June 13, 2011 at the Charles Houston Recreation Center, and
- Braddock Metro Neighborhood Plan Implementation Advisory Group on June 24th

At each of these meetings there was discussion that a development special use application would be submitted to the City early this fall and there was discussion of the proposal.

Since those June meetings, the applicant has made some refinements to the building's architecture and held an additional community meeting on August 22nd to explain these changes. The applicant has made large renderings available to the public in case anyone was not able to attend the August 22nd meeting. The community has been very supportive of the project.

VII. CONCLUSION

In conclusion, staff recommends **approval** of the DSUP #2011 – 0002, subject to compliance with all applicable City codes, standards, policies and the following staff recommended conditions.

Staff: Faroll Hamer, Director, Planning and Zoning
Gwen Wright, Chief, P&Z Development;
Patricia Escher, AICP, Principal Planner, P&Z Development;
Pierre Holloman, Urban Planner, Transportation & Environmental Service;
Sayta Singh, Civil Engineer IV, Transportation & Environmental Service;

VIII. STAFF RECOMMENDATIONS:

1. The Final Site shall be in substantial conformance with the preliminary plan dated August 8, 2011 and revised elevations August 17, 2011 comply with the following conditions of approval.

A. *PEDESTRIAN/STREETSCAPE:*

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards and the recommendations of the Braddock Neighborhood Plan.
 - d. Fayette Street sidewalk shall be brick. The brick sidewalks shall have a return on to the concrete sidewalks approximately 35 ft. from face of curb, extending around the corner on First Street. See attachment 2.
 - e. The curb cut along Fayette Street shall be limited in width and be a right in – right out only entrance and be design in such as way to minimize the visual impact to Fayette Street to the satisfaction of the Directors of P&Z and T&ES.
 - f. All brick sidewalks shall comply with the City's Memo to Industry 05-08.
 - g. Sidewalks shall be flush across all driveway crossings.
 - h. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - i. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - j. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - k. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' 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. *** (P&Z)(RP&CA)(T&ES)

B. OPEN SPACE/LANDSCAPING:

3. 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 Directors of P&Z. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)
4. Provide a site irrigation/water management plan developed, installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)
5. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, and trash receptacles.
6. The final design of the pool and roof top amenities and materials shall be reviewed and approved by the Director of Planning and Zoning as part of the final site plan review. (P&Z)

7. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA.* (Arch)(P&Z)(RP&CA)
8. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Staff to review the scope of installation procedures and processes. (P&Z)
9. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. ****(P&Z)
10. 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 at completion of construction, and at periods of one year and three years after completion. ****(P&Z)

C. BUILDING:

11. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. A window sample and manufacturer's cut sheet shall be submitted detailing the dimensions of the window frame and sashes. The window sample shall indicate that all window frames and sashes are metal, with color and finish subject to review and approval by the Director of Planning and Zoning
 - b. The final material and color of the curved mansard roof shall be subject to review and approval by the Director of Planning and Zoning. If this material is metal, it shall be either a natural weathering finish such as copper, terne coated stainless steel or other oxidizing material; or if painted, the paint finish and color shall be subject to review and approval by the Director of Planning and Zoning, to achieve a roof finish that has a matte finish and appears as a natural material.
 - c. The entrance to the loading area shall require additional detail at final site plan to the satisfaction of the Director of P&Z and T&ES.
 - d. The final design of the air shaft for the ventilation of the parking structure shall require additional detail at final site plan to the satisfaction of the Director of P&Z.

12. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to construction of garage footer. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)

13. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification for the residential project and /or LEED Silver for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)

14. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials.(T&ES)

15. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
16. The applicant shall use EPA-labeled WaterSense fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
17. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

D. RETAIL USES:

18. All uses not listed within CDD#15 – Second Amendment shall require a public review Special Use Permit. (P&Z)

E. SIGNAGE:

19. All signage shall be reviewed during the Final Site Plan review process. (P&Z)
20. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)

F. HOUSING:

21. Pursuant to Condition 41 of CDD #15, the developer shall make a voluntary affordable housing contribution of \$1,000,000 to the City's Housing Trust Fund. This contribution will be payable at the Certificate of Occupancy. This contribution will be paid proportionally as each floor obtains Certificates of Occupancy (Housing)

G. PARKING:

22. Provide 36 bicycle parking space(s) 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. (T&ES)
23. The applicant shall provide a parking management plan with the final site plan submission to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
 - a. Each building/Landbay shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
 - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
 - c. Parking rates for the parking within the underground parking garage shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
 - d. Spaces defined as "short-term" parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage.
 - e. As part of the development special use permit the possibility of shared parking will be explored as part of each use and building to determine if the underground garage could be accessible at market rates for other users within the Braddock area.
 - f. In locations where underground garages are proposed, indicate the location and design of ventilation shafts, egress stairs, and dumpster/service areas.
 - g. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - h. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
 - i. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
24. The development shall be parked at a ratio of 0.9 spaces/residential unit, plus 15% residential visitor parking. A minimum of 60% of the required number of residential visitor parking spaces shall be on-site. Retail parking shall be parked at the ratios contained in the Braddock Metro Small Area Plan. (P&Z) (T&ES)
25. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. Within the project area, any parking meters which are placed on private streets with public access easements or on public rights-of-way shall be

acquired and installed by the applicant in accord with City specifications. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z)(T&ES)

H. TRANSPORTATION MANAGEMENT PLAN:

26. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #1 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
27. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the city council. (T&ES)
28. 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)
29. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date (T&ES)
30. ~~[CONDITION DELETED BY THE PLANNING COMMISSION]The applicant shall contribute \$40,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site~~

~~frontage, an alternate off-site location within a two-block radius of the project may be selected. The applicant shall be responsible for funding the station up to \$40,000. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. In the event the City has not established a coordinated City bike share program that is either operating or scheduled to begin operation within one year of the last certificate of occupancy permit, the funds shall be used for transit infrastructure to serve the site. (T&ES)~~

I. BUS STOPS AND BUS SHELTERS:

31. Construct / incorporate a high capacity transit stop on the northwest corner of First Street and Payne Street. The high capacity transit stop shall meet ADA guidelines and requirements and shall include the following:
 - a. Forty (40) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, unobstructed transit passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the transit stop and transit stop loading pad inaccessible.
 - b. A 150 foot "No Parking, Transit Stop Zone" adjacent to the high capacity transit stop on eastbound First Street, immediately east of Payne Street.
 - c. The roadway and curb area adjacent to the high capacity transit stop shall ensure a minimum of 12 feet high clearance free of tree limbs, signs, and any other obstruction.
 - d. An approved covered passenger waiting area which shall be at minimum 8' in width and 16' in length which shall be incorporated into the building design and meet ADA guidelines and requirements. A public access easement shall be provided to allow for transit passengers access into and out of the covered waiting area. The property owner(s) shall be responsible for maintaining this covered passenger waiting area and providing access to various regional transit agencies that may need to access the passenger waiting area to install / fix real time transit information equipment and transit maps and signs.
 - i. The covered passenger waiting area shall include the following amenities (coordinate with the City of Alexandria Office of Transit Services): illumination; seating with backrest; space for persons in wheelchairs or persons that use other mobility devices; communication and electronic connections for an encased LED display / touchscreen for real time transit information; an encased LED display / touchscreen for real time transit information (with coordination between the City of Alexandria Transit Services, DASH, and WMATA); power connections for the encased LED

and illumination of the passenger waiting area; public announcement system / feed into transit agencies for emergencies (with coordination with DASH and WMATA), windscreens, space and electrical connections for the installation of a fare machine, and dedicated areas for wayfinding displays and transit information. (T&ES)

32. During construction, maintain access and turning radius for buses utilizing southbound N Fayette Street between Douglas Street & First Street in coordination with T&ES. (T&ES)

J. *SITE PLAN:*

33. 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 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. (P&Z)
34. 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. (RP&CA)(P&Z)(T&ES)
35. 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, P&Z, and in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. 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.

- e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
 - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
 - m. The location of any lighting of the visitor parking areas shall be reviewed and approved by the Directors of P&Z and T&ES. (P&Z)(T&ES)(Police)
36. 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)
37. 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)
38. The applicant shall provide more fire hydrants with a closer spacing than the 100'. (Code)

K. CONSTRUCTION:

39. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction

shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)

40. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include the overall schedule for construction and the hauling route;
 - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)

41. Provide off-street parking for all construction workers without charge to the construction workers. 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 plan is found to be violated during the course of 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)

42. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

43. No major construction staging shall be allowed within the public right-of-way on North Fayette and First Streets. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

44. 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)
45. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction & Inspection 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)
46. 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 of the date of the meeting before the permit is issued. (P&Z)(T&ES)
47. 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, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
48. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
49. 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)
50. Submit a wall check survey 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 approved 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 shall be approved by the P&Z prior to commencement of framing. (P&Z)

51. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)
52. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

L. *STORMWATER:*

53. The Project site has multiple outfalls and lies in multiple sub watersheds. In compliance with the requirements of CDD condition, a Stormwater Management Plan (SWMP) shall be developed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) and submitted prior to the release of the first DSUP. The SWMP shall demonstrate that for each phase of development, the post-development peak runoff shall not exceed their respective pre-development rate at each outfall for 2-year, 10-year, and 100-year storms considered individually. The first phase of development lies in the Braddock-West sub watershed area that has a known flooding problem; however, the applicant can discharge storm water to a manhole located at the intersection of First St and N. Payne St with the following conditions:
 - a. Per the City of Alexandria practice, an additional 10% detention of stormwater from the existing conditions shall be provided.
 - b. The storm water flow from the BMPs shall be pumped to a junction chamber at grade.
 - c. The flow from the junction chamber shall be released in to the City's storm sewer system through gravity at a pre-determined rate.
 - d. No overflow pipe shall be connected to the City's storm sewer system to provide relief.
 - e. An overflow pipe from the junction chamber can be daylighted at grade to provide relief for a 100-year storm.
 - f. The junction chamber shall be constructed at the southwest corner of the proposed Building #1 so as to connect to the existing storm water inlet #33 at the time of construction of Phase 2.
 - g. The storm water from the site shall be discharged to the ex. storm water inlet #33 at the completion of Phase 2. (T&ES)
54. The final site plan must show the storm sewer outlet from the development site up to 48" diameter pipe and provide adequate outfall analysis even if it is beyond the scope of the project to provide an adequate outfall. The plan must demonstrate what it will take to provide an adequate outfall. (T&ES)

55. During the subsequent phases, when the stormwater will be directed to alternate outfalls, then the outfall systems must be analyzed for the entire drainage area including proposed redevelopment within that designated drainage shed, to the satisfaction of the Director of Transportation and Environmental Services (T&ES). It should not be assumed that any or all of the available capacity will be available to be utilized by runoff redirected from the proposed redevelopment site or other drainage sheds. (T&ES)
56. If sufficient capacity in the existing storm water collection system is not demonstrated to be available, as future phases buildout, the development shall include the design and construction of on-site and/or off-site storm sewer improvements to discharge to an adequate outfall. This condition applies even if the post development storm water flow from the site is reduced from the pre-development flow. (T&ES)
57. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

M. SOLID WASTE:

58. In the event for the City to provide solid waste service, the development must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. (T&ES)
59. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. (T&ES)
60. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles per block face Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

N. STREETS / TRAFFIC:

61. 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)
62. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
63. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
64. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
65. Show turning movements of standard vehicles in the parking structure and parking lots. Show turning movements of the largest delivery vehicle projected to utilize the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
66. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

O. UTILITIES:

67. Locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)

P. SOILS:

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

Q. WATERSHED, WETLANDS, & RPAs:

69. In compliance with the requirements of CDD condition, each phase of the development shall meet the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for storm water quality and quantity control. The total 7.06 acres that encompass this CDD shall meet the Virginia Storm Water Regulations to be adopted in 2011 and/or the Environmental Management Ordinance (Chesapeake Bay Preservation Act), whichever is more stringent. (T&ES)

R. BMP FACILITIES:

70. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
71. 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 Worksheet A or B and Worksheet C, as applicable. (T&ES)
72. The storm water 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 approved Final Site Plan.

- b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

- 73. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

- 74. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

- 75. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owners 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 storm water 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.

Otherwise the following condition applies:

- 76. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall

include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

77. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)
78. 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 storm water 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)

S. *CONTAMINATED LAND:*

79. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
80. 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. (T&ES)
81. 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.
 - 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.
 - e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
 - f. Applicant shall submit 3 hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
82. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

T. NOISE:

83. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
84. Due to the close proximity of the site to the Metrorail and CSX tracks the applicant shall:
- a. Prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the

satisfaction of the Directors of P&Z and T&ES. The noise study shall be submitted and approved prior to final site plan approval for each building.
(T&ES)(P&Z)

85. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
86. "Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)"
87. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

U. AIR POLLUTION:

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

V. CONTRIBUTIONS:

89. Pursuant to the Braddock Neighborhood Metro Neighborhood Plan, CDD # 15 is required to make contributions to the Braddock Neighborhood Open Space Fund and the Community Amenities Fund. The first phase of CDD #15 is considered a catalyst project and funds are to be levied based on the amount of gross square footage of the proposed development and escalated with the CIP. Phase 1 has 276,998 gross square feet of development.
 - a. The **BASE** Open Space contribution is estimated to be $276,998 \times \$0.95 = \$263,148$. (CIP adjustment for the year 2011) The **FINAL** contribution amount shall be calculated and verified by the City's Office of Management & Budget at the time of the Certificate of Occupancy.
 - b. The **BASE** Community Amenities Fund contribution is estimated to be $276,998 \times \$0.41 = \$113,569$. (CIP adjustment for the year 2011) The **FINAL** contribution amount shall be calculated and verified by the City's Office of Management & Budget at the time of the Certificate of Occupancy.

All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)

W. ARCHAEOLOGY:

Open Space/Landscaping:

90. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive signs, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA.* (ARCH)(P&Z)(RP&CA)
91. If the Fendall Family Cemetery is discovered within the project area, all attempts shall be made to preserve the cemetery in place and have it incorporated into the open space design. If the preservation cannot be accomplished, the applicant shall perform an archaeological removal and study pursuant to the Virginia Department of Historic Resource and the City's archaeological requirements. (ARCH)

Archaeology Conditions:

92. The developer shall hire an archaeological consulting firm to conduct additional historical research and complete Archaeological Evaluations for the development areas. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (ARCH)
93. It is illegal to disturb human remains without obtaining appropriate legal authorization. If burials are found during the archaeological investigation and need to be moved prior to development, the applicant shall be responsible for the archaeological removal and for obtaining the necessary legal documents, including a permit from the Virginia Department of Historic Resources for the archaeological removal of burials. (ARCH)
94. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved scope of work and/or Resource Management Plan is in place to test for and recover significant resources in concert with demolition/construction activities. (ARCH)

95. Call Alexandria Archaeology immediately (703-838-4399) 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 site plan sheets involving any ground disturbing activities. (ARCH)
96. 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. (ARCH)
97. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. (ARCH)

Archaeology Code

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

X. DISCLOSURE REQUIREMENTS:

99. In the event that the units for Phase 1 of CDD # 15 are converted into "For Sale" units the following conditions shall apply.
100. 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. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.

- d. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - 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.
***(P&Z)
101. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Metrorail and CSX tracks and associated railway operations are located within the immediate vicinity of the project and are permitted to continue indefinitely. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

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 (703-838-4884) 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.

R-2 Technical correction comments shall be sent and addressed by the applicant prior to the submittal of the First Final Site Plan.

Transportation and Environmental Services

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- Additional language- The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 “**Design Guidelines for Site Plan Preparation**” dated December 3, 2009, which is available at the City’s following web address:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

F - 2. 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 - 3. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 4. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 5. 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 AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. 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 - 6. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" 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" 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 - 7. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (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" 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 - 8. 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" for sanitary sewer and 12" 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" clearance shall be encased in concrete. (T&ES)
- F - 9. 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 - 10. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" 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 - 11. 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 - 12. The applicant shall provide a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. (T&ES)
- F - 13. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

- F - 14. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 16. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (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 storm water 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, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. 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 then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) 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 storm water 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 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 - 5 (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 - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 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 - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of

standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines.
(T&ES)

- C - 9 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website.
(T&ES)
- C - 10 The applicant shall provide storage space for solid waste and recyclable 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 a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 11 The applicant shall be responsible to deliver the 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 - 12 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.*
(T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan.*
(T&ES)

- C - 17 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 - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 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 insure 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 - 20 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 - 21 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 - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 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 - 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 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, 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 VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

Archaeology:

Findings

- F-1 The *Documentary Study of the Braddock Gateway Property, City of Alexandria, Virginia*, prepared by Thunderbird Archaeology, indicates that the northern section of the development property was part of the Fendall Farm, bought by Philip Fendall in 1786 and leased to John Gadsby in 1806. A half-acre parcel of land on the farm served as the Fendall family cemetery. Although the exact cemetery location could not be determined from the records examined, oral history accounts suggest that the graveyard may have been located on this development property, near the terminus of North Payne Street. In addition, the 1921 Sanborn insurance map indicates that the property was the site of the Mutual Ice Co. Car Icing Plant. There is high potential for archaeological resources to be present that could provide insight into the 20th-century industrial activities on the property. There is also potential for discovery of evidence of the cemetery if it is within the development lots. While less likely given the amount of disturbance, archaeological work could yield information on rural activities of the 18th and 19th centuries and on the lives of the 20th-century workers, who lived in bunkhouses on the site.

Police Department:

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520 (Police)
- R-2 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals. (Police)
- R-3 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance. (Police)
- R-4 Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity. (Police)
- R-5 For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained. (Police)
- R-6 For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white. (Police)
- R-7 It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access. (Police)
- R-8 It is recommended that the vehicular entrance to the garage be secured by a coiling gate. (Police)
- R-9 Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure. (Police)
- R-10 The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). 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. (Police)

- R-11 It is recommended that all of 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. (Police)

Health Department

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Six sets of plans are to be submitted through the Permit Center and approved by this department prior to construction of any facility regulated by the health department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$200.00 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-8 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-9 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia Chapter 599, § 54.1-3029 and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- C-10 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- C-11 Food must be protected to the point of service at any outdoor dining facility.
- R-1 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.

Virginia American Water Company:

- R-1. Developer shall submit a Code Administration approved ISO calculation in order to verify whether the existing & proposed water main layouts achieve the Needed Fire Flow.
- R-2. Show the proposed fire line size and location, if the building needs a fire sprinkler system.
- R-3. Show the proposed domestic service line size.
- R-4. Indicate the proposed peak domestic demand (gpm), in order to evaluate the meter size
- R-5. Survey and revise the existing water main layout at the intersection of Fayette St and First St, in accordance with the attached water service schematic map.
- R-6. Survey and show the water main connecting the water tower to the existing 16" water main on Payne St, in accordance with the attached water service schematic map.
- R-7. Indicate the clearance from the proposed street lights to the existing 12" water main on First Street.
- R-8. The tree boxes are conflict with the existing 12" water main on First St. Relocate these tree boxes to provide enough clearance.
- R-9. Indicate the clearance from the new storm manhole to the existing 12" water main at the north east corner of the intersection of First St and Payne St. VAW prefers minimum 5 feet clearance.

Alexandria Sanitation Authority:

- C-1 Ensure all discharges are in accordance with City of Alexandria Code 4035.
- R-1 The Applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted ASA plant capacity of 21.5 MGD.
- R-2 The Applicant shall coordinate with the City of Alexandria T&ES to ensure to ASA in writing that the proposed additional flow does not exceed capacity in ASA Interceptors & Trunk Sewers during wet and average flow conditions.

R-3 Sanitary Sewer calculations were not included in the Preliminary #1 package provided.

Code Administration:

The following comments are for preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Thomas Sciulli, Plan Review Supervisor at 703-746-4190 or thomas.sciulli@alexandriava.gov.

- C-1 Building and trades permits are required for this project. Five sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s)
- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). This building must comply with the Hi-Rise requirements of the code
- C-3 The RDP 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) floor area per floor; e) fire protection plan.

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 — Transportation Management Plan

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Chapter 6, Title 7). The ordinance requires that office, retail, residential and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a transportation management plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Braddock Gateway consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) District Transit Management Program
- 6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Braddock Gateway site is located approximately 1,350 feet from the Braddock Road Metro Station. Several DASH and Metro bus lines from the Braddock Road Metro service the site and provide connections to Old Town, King Street Metro Station, the VRE commuter train station, the Pentagon, and points west of the site. In 2006, TMP goals were established by City Council as 45% non-SOV for residential uses within 1,500 feet of the Metro Station¹, therefore the Braddock Gateway Development has a goal of 45% non-SOV trips.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents to switch to transit as opposed to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles in the site up to the goal. The annual report, fund report and survey are covered under Section 2.

¹ Eisenhower East Small Area Plan, Adopted by City Council by Ordinance – June 2006, p. 5-6.

2. TMP Organization, Funding and Reporting

- a. An Annual Report will be developed by the TMP Coordinator (described in Section 3.b.i below) and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- b. The TMP Coordinator will provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator, Property Owner or Property Manager has not made reasonable effort to use the funds for TMP activities.
- c. The TMP Coordinator will distribute an annual survey to all residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 50% response rate is required.

3. Transportation Management Plan Directives

- a. The Special Use Permit application has been made for the following uses:

	Land Use	
	Dwelling Units	Retail Sf
Braddock Gateway	270	1,500

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at that time, as well

as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.

- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and other program elements shall be promoted to tenants and retail employees.
 - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - iv. Regional ridesharing programs such as the Metropolitan Washington Council of Governments Commuter Connections Program shall be promoted and assistance will be provided on-site for ride matching.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media shall be sold on-site to residents of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 45% of single occupant vehicles, based on the project's size and the benefits to be offered. The annual contribution rate for this fund shall be \$.25 per occupied commercial square foot and \$80 per occupied dwelling unit. The annual

contribution rate may be reduced provided that the applicant maintains the reduction goal of 45% for single occupant vehicles. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year, unless a waiver is obtained from the Director of T&ES. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

- i. Discounting the cost of bus and transit fare media for residents and retail employees.
- ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
- iii. Marketing activities, including advertising, promotional events, etc. for prospective, new and existing residents.
- iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features.
- v. Operating costs for adjacent bikeshare station.
- vi. Membership and application fees for carshare vehicles.
- vii. Participate in air quality/ozone action day programs.
- viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

As recommended in the Braddock Metro Small Area Plan² TDM Implementation section, Braddock Gateway should integrate with the larger district level TMP program when it is organized. All TMP holders in the Braddock Metro Small Area Plan will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. The District will be established in coordination with the revised TMP program.

IX. 6. Permanence of the TMP Ordinance

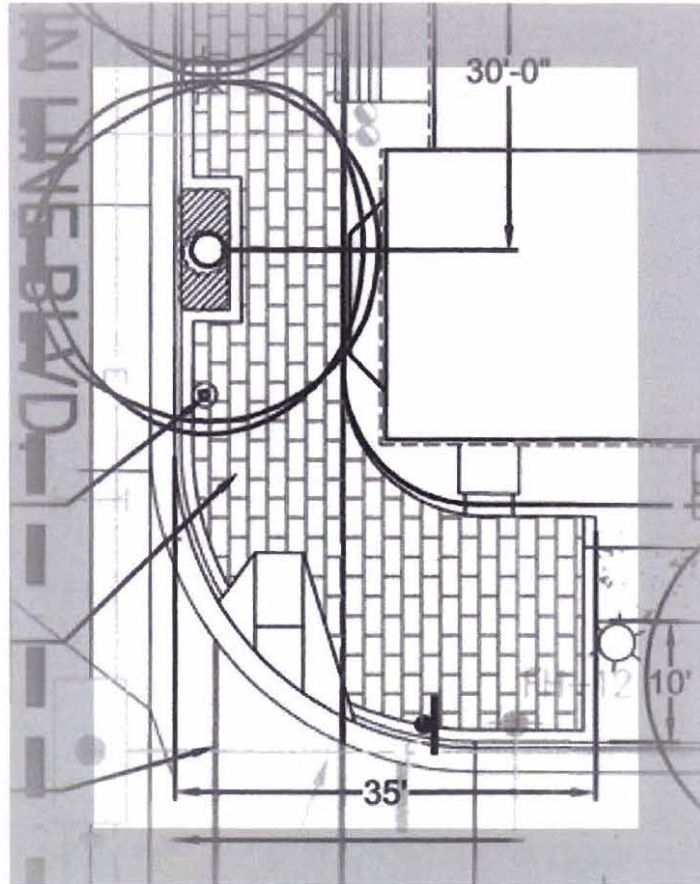
- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all

² Braddock Metro Small Area Plan, February 2008, p. 79.

occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.

- b. 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.
- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.
- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

Attachment #2



Brick Return Detail

DSUP #2011-0002
Braddock Gateway
CDD #15 - Phase I
1219 First St.

Attachment #3 – Revised Elevations



A

SOUTH ELEVATION
3/12/11

DSUP #2011-0002
Braddock Gateway
CDD #15 - Phase I
1219 First St.



A

EAST ELEVATION
302' - 10"

DSUP #2011-0002
Braddock Gateway
CDD #15 - Phase I
1219 First St.



DSUP #2011-0002
Braddock Gateway
CDD #15 - Phase I
1219 First St.



WESTERN
ARCHITECTURE



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2011-002 **Project Name:** Braddock Gateway

PROPERTY LOCATION: 1219 First Street

TAX MAP REFERENCE: 054.01-02-04 **ZONE:** CDD-15

APPLICANT:

Name: Jaguar Development, LC

Address: 1219 First Street, Alexandria, VA 22314

PROPERTY OWNER:

Name: Fayette Properties, LLC

Address: 1219 First Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL Request for approval of Building #1, Landbay 1 of the Braddock Gateway project for a mixed use, residential high-rise building, with @ 1500 s.f. of ground floor retail.

MODIFICATIONS REQUESTED _____

SUPs REQUESTED Development Special Use Permit, with Site Plan for Phase 1 of Braddock Gateway.

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.

Mary Catherine Gibbs
Print Name of Applicant or Agent
Hart, Calley, Gibbs & Karp, P.C.
307 N. Washington St.
Mailing/Street Address
Alexandria, VA 22314
City and State Zip Code

Mary Catherine Gibbs
Signature
703-836-5757 703-548-5443
Telephone # Fax #
mcg.hcgk@verizon.net
Email address
July 8, 2011
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: _____	

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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 ten percent.

Ms. Edmea Cettina, 1219 First Street, Alexandria, VA 22314, 50%

Mr. Emil Fish, 1219 First Street, Alexandria, VA 22314, 50%

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

Yes. Provide proof of current City business license.

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Ms. Edmea Cettina	1219 First Street Alexandria, VA 22314	50%
2. Mr. Emil Fish	1219 First Street Alexandria, VA 22314	50%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1219 First Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Ms. Edmea Cettina	1219 First Street Alexandria, VA 22314	50%
2. Mr. Emil Fish	1219 First Street Alexandria, VA 22314	50%
3.		

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

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

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

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

July 8, 2011
Date

Mary Catherine Gibbs
Printed Name

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

The Applicant, Jaguar Development, LC, proposes to move forward with the first phase of the Braddock Gateway project with Building #1, Landbay 1, at First and Fayette Street. The proposal is to build a high-rise residential building with 270 units and approximately 1500 square feet of ground floor retail. The building proposed has significant architectural quality in conformance with the CDD guidelines for the first amendment to CDD-15 and parking in the amount of .9 parking spaces per unit + 15 percent for visitors.

This is the first phase of the Braddock Gateway project that provides significant public benefits as identified through the CDD concept plan approval including contributions to the Braddock Plan open space fund, the community amenities fund as well as Powatan Park and pedestrian improvements at the end of Bashford Lane. See the attached DSUP plan submission for further details.

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

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

Typical for a 270 unit residential building, with 1500 square feet of ground floor retail.

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

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

Unknown until the specific retail user is identified.

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

Day	Hours	Day	Hours
NA			

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

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

Typical noise associated with a 270 unit residential building with 1500 square feet of retail.

B. How will the noise from patrons be controlled?

NA

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

NA

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

- A. What type of trash and garbage will be generated by the use?
Typical type for a residential building of this size with 1500 square feet of ground floor

retail.

- B. How much trash and garbage will be generated by the use?
Typical amount for a residential building of this size with 1500 square feet of ground floor

retail.

- C. How often will trash be collected?
At least once a week, or on an as needed basis.

- D. How will you prevent littering on the property, streets and nearby properties?
The property management company will ensure regular screening of the property to

ensure littering is provented.

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

Yes. No.

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

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

Yes. No.

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

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

This will be a secure building with controlled access to the building and the underground parking garage.

ALCOHOL SALES

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

Yes. No. NA

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?
Pursuant to the First Amendment to CDD #15, parking provided is .9 spaces per unit, + 15% visitor, 60% of which will be located on-site

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

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

26 spaces on surface lot off of Fayette Street, including one retail space.
243 spaces in underground garage, including 7 handicapped and one van.

- 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?

A limited number of parking spaces for visitors are located in Phase 5.

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? One
- B. How many loading spaces are available for the use? One
- C. Where are off-street loading facilities located?
Off of Payne Street, within the building.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Typical for a residential building of this size.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Daily.

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

Street access is adequate.

Re Docket Item # 12A-B
DSUP 2011-0002

HART, CALLEY, GIBBS & KARP, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314-2557

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LURAY OFFICE:

170 KIBLER DRIVE
LURAY, VA 22835

TELEPHONE: 540-743-2922
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HARRY B. HART
MARY CATHERINE H. GIBBS
HERBERT L. KARP

ASSOCIATE
DAVID L. CHAMOWITZ

OF COUNSEL
CONSTANCE H. PIERCE

RETIRED
ROBERT L. MURPHY, 2001
CYRIL D. CALLEY, 2005

September 8, 2011

Mr. John Komoroske, Chair
and Members of the Planning Commission
c/o Ms. Pat Escher
Department of Planning & Zoning
City Hall, Room 2100
Alexandria, VA 22314

Re: Docket Item No. 12A&B, Braddock Gateway, DSUP #2011-0002

Dear Mr. Komoroske and Members of Planning Commission:

Our firm represents the Applicant, Jaguar Development, LC, in the above referenced application for the first phase of the Braddock Gateway development. Jaguar is excited that the first phase of this project is moving forward finally and greatly appreciates all the hard work done by City Staff, including the positive recommendation in their Staff Report. We are in agreement with all but one of the conditions contained in the recommendation. We ask that Condition No. 30, which requests an additional \$40,000 for the installation of a bike share station on this site, be removed.

The Bike Share program is a laudable program, with obvious benefits to the City and its residents. We don't dispute that, however, this project is already contributing approximately \$1.6 million to the City for various public projects and benefits. Those contributions are as follows: 1) Open Space Fund: \$263,148; 2) Community Amenities Fund: \$113,569; 3) Powhatan Park: \$250,000; and 4) Affordable Housing: \$1 million.

We would ask that the City utilize a portion of the funds Jaguar is already contributing to fund this worthwhile program, not ask Jaguar to do so in addition to all they are already contributing. Thank you for your consideration and we look forward to continuing to work with City towards the successful completion of this project.

Sincerely,


Mary Catherine Gibbs

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