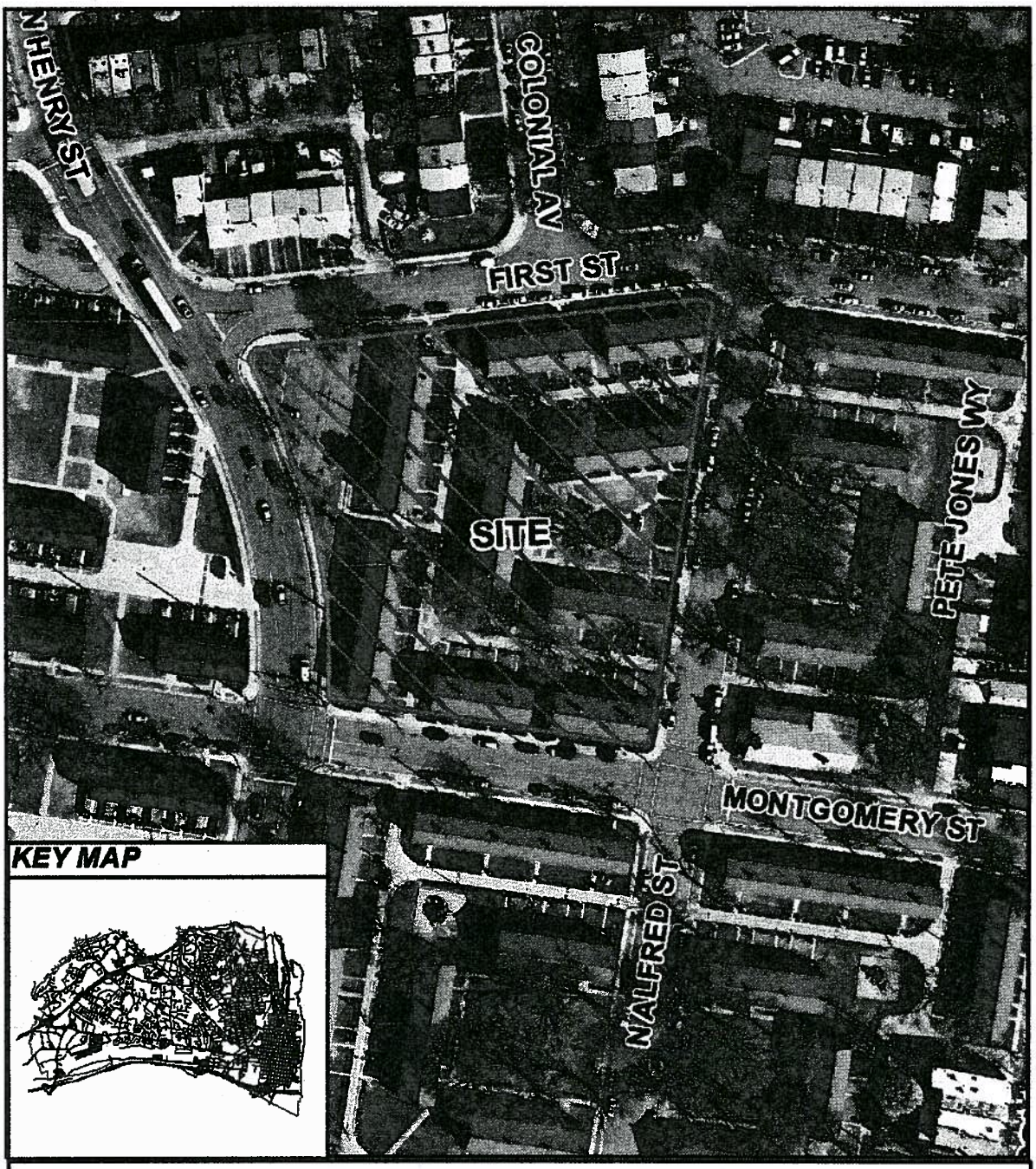
Docket Item #8A-C
James Bland Redevelopment Block "F"/ Phase 5
Master Plan Amendment #2011-0008
CDD Concept Plan Amendment #2011-0006
Development Special Use Permit #2011-0022

Application	**General Data**	
Project Name: James Bland/Old Town Commons – Block "F"/Phase 5 **Location:** 998 North Alfred Street & 1000 First Street **Applicant:** Alexandria Redevelopment and Housing Authority (ARHA) and GPB Associates, LLC c/o EYA; represented by Kenneth Wire, attorney	PC Hearing:	December 6, 2011
	CC Hearing:	December 17, 2011
	If approved, DSUP Expiration:	December 17, 2014 (3 years)
	Plan Acreage:	2.11 Acres – Block "F" 8.49 Acres – Entire Site
	Zone:	CDD #16
	Proposed Use:	Townhouse and Multi-family
	Dwelling Units:	62 multi-family units (Block F) 365 units (all five blocks)
	Small Area Plan:	Braddock Road Metro and Braddock East Plans
	Historic District:	Parker Gray
	Green Building:	Will conform to requirements in DSUP 2008-0013

Purpose of Application
A consideration of requests to amend Development Special Use Permit #2008-0013 (James Bland) to construct three multi-family buildings instead of one multi-family building on Block "F" and amend the Braddock East Master Plan and CDD Concept Plan to increase the height of the market rate multi-family building by 12 feet (48' to 60').
Applications Requested
1. Master Plan Amendment 2. CDD Concept Plan Amendment 3. DSUP Amendment

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Dirk H. Geratz, AICP; dirk.geratz@alexandriava.gov Maya Contreras; maya.contreras@alexandriava.gov Katye North, AICP, LEED AP; katye.north@alexandriava.gov


N HENRY ST
COLONIAL AV
FIRST ST
SITE
PETE JONES WY
MONTGOMERY ST
N ALFRED ST
KEY MAP
DSUP #2011-0022
MPA #2011-0008
CDD CONCEPT PLAN #2011-0006
12/6/2011
N

I. SUMMARY

A. Recommendation & Summary of Issues

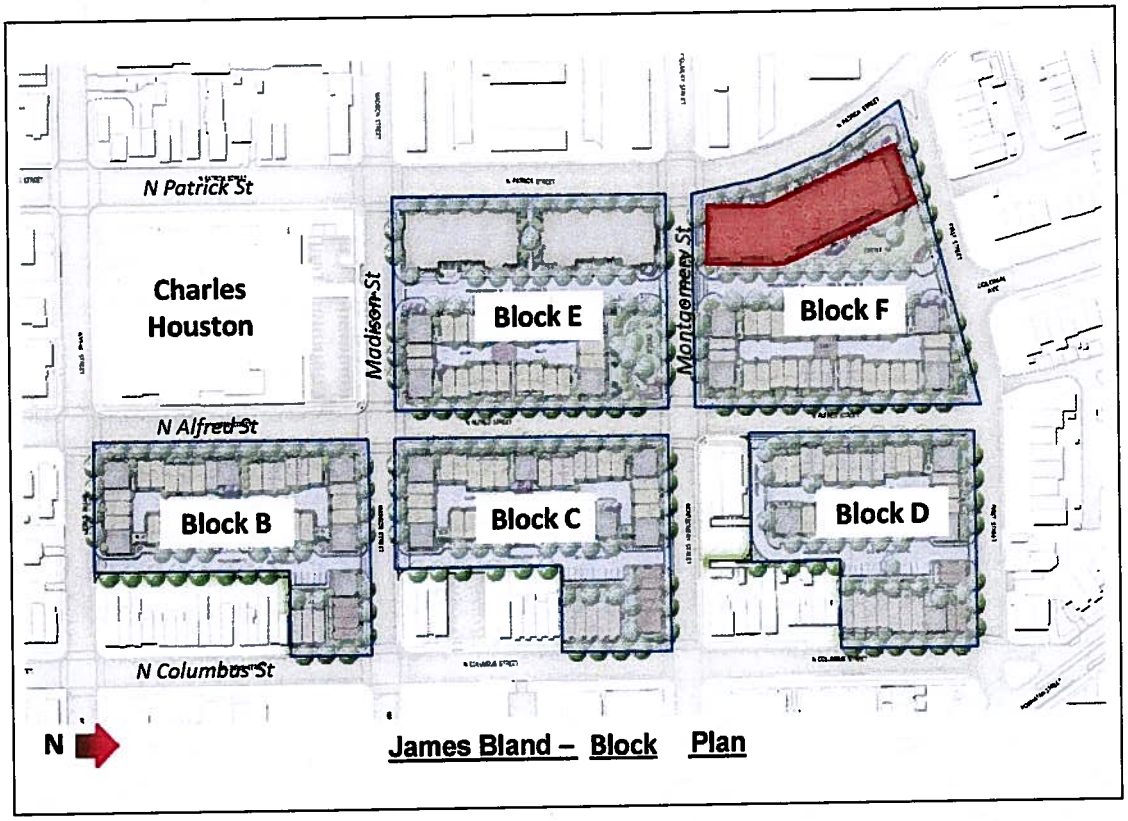
Staff recommends ***approval*** of the proposed amendments to the James Bland/Old Town Commons development originally approved in 2008 and amended in March 2011. The applicants request the following changes:

- Amend Development Special Use Permit #2008-0013 (James Bland) to construct three multi-family buildings instead of one large multi-family building on Block "F" and revise the architecture of these buildings;
- Amend the Braddock East Master Plan to reflect a height increase for the market rate multi-family building by 12 feet (48' to 60'); and
- Amend the CDD Concept Plan to reflect a height increase for the market rate multi-family building by 12 feet (48' to 60').

This amendment is consistent with the overall redevelopment plan for James Bland in that it provides a mix of housing types (multi-family and townhouse) and a mix of market rate and public housing residential units. The amendment only affects the multi-family building on this block, which is located on the western edge of the site, closest to Route 1. The townhouse portion, which is the eastern half of the block, remains the same as originally approved and the scale and general massing are unaffected. Dividing the single multi-family building into three separate structures will help break up the mass of the multi-family buildings. Furthermore, the additional height requested to increase the center market rate multi-family building to five stories will create greater variety in building design along Route 1 and help maintain the mix of market rate and public housing residents.

B. General Description of Amendment

The applicants, Alexandria Redevelopment and Housing Authority (ARHA) and Eakin Youngentob Associates (EYA), are requesting approval of an amendment to the James Bland development. The requested amendment affects the multi-family portion of the northwestern block of the development site. Similar to the amendment approved earlier this year, the applicants have proposed splitting the single multi-family building on this block into three individual buildings. The market rate building will be located in between the two ARHA buildings. In order to keep the number of market rate units as close to the original approval as possible, the applicant has also requested approval of additional height for the market rate buildings, bringing it from 4 stories (48 feet) to 5 stories (60 feet). In addition, since this block is directly adjacent to an existing neighborhood, the northernmost ARHA building will step down to 3 stories for the portion along First Street.



II. BACKGROUND

A. Procedural Background

When this development was originally approved in 2008, it included a number of applications, including a Master Plan amendment and rezoning to reflect the proposed CDD #16 zone. A CDD concept plan was also considered and approved, along with the Development Special Use Permit, which set the use, floor area, and general building heights for the five blocks. The amendment approved earlier this year for the changes to the footprints of the multi-family buildings in Block "E" was reviewed as an amendment to the original DSUP.

For this application, the applicant has requested a second amendment to the DSUP to reflect the change to the remaining multi-family building from one building to three buildings and the revisions to the architecture. However, for this block, an increase to the height is also included in the request. Since this impacts the Braddock East Master Plan and the CDD concept plan, amendments to both of these are also requested with this application.

B. Site Context

The entire James Bland development consists of five blocks within the Parker Gray Historic District. The blocks are bounded by North Columbus Street, Wythe Street, N. Patrick Street (northbound Route 1), and First Street. This amendment is specific to just the western half of the

northwestern-most block (Block "F") of the development. The remaining half of the block remains as approved with a mix of townhouses and ARHA triplexes. To the north are existing houses along First Street. West of the block is property owned by ARHA that is not part of this redevelopment plan, which includes two story residential townhouses that are similar to what is being replaced at James Bland. South of the block is another block that is part of the James Bland redevelopment, which will include three multi-family buildings on the west half of the block, townhouses and ARHA triplexes on the east half of the block, and a City park at the northeast corner.

C. Project Evolution

Since the approval of the James Bland development in 2008, a lot of activity has occurred with final site plan preparation and construction for each of the five blocks. The first phase (Block B) has been constructed and occupied as of September 2011. Construction is underway on the second phase (Block C) and the first group of townhouses has received certificates of occupancy. The final site plan has been released for Block "E", which is the block with the park and multi-family buildings, and demolition of the existing buildings should occur in the next month. The two remaining blocks to the north (one of which is the subject of this DSUP amendment) will likely be constructed together once the final site plan is approved, which is tentatively planned to occur next fall.

D. Detailed Project Description

The James Bland development was approved in 2008 for 245 market rate units and 134 ARHA units, consisting of a mix of townhouse, triplex, and multi-family units on five blocks. The original approval showed one multi-family building on the western half of Block "F" that would include 29 ARHA units on the first two floors and 42 market rate units on the top two floors. With this amendment, that single building is proposed to be broken up into three buildings: two ARHA buildings at both ends of the block and one market rate building in the center. This amendment is similar to the amendment that was requested and approved earlier this year for the other multi-family block to the south. The original condition of approval associated with this block also anticipated breaking up the single large building.

The market rate building will have a mix of one-and two-bedroom apartments, for a total of 32 units. This is a reduction of 10 market rate units from the original approval. As part of this amendment, the applicant has proposed an additional floor for this building only, bringing the total height from 48 feet (4 stories) to 60 feet (5 stories). The additional height is needed to minimize the loss of market rate units, which helps keep the ratio of market rate to ARHA units closer to the original approval. As with the original approval, an underground garage provides parking for the market rate building.

The ARHA buildings will be similar to the revised ARHA buildings on the block to the south. The southern ARHA building will be 4 stories with 16 units. The northern ARHA building will have 14 units and be 4 stories on the portion closest to the market rate building and 3 stories along First Street to respond to the two story townhouses across the street. Overall, there will be an increase of one ARHA unit on this block from the original approval. This makes up for the

loss of one ARHA unit from the other multi-family building block (Block E). The total number of ARHA units in the development will still be 134. Consistent with the previous amendment, there will be a courtyard between each ARHA building and the market rate building that provides additional open space as well as entrances to the buildings. As with the original approval, the ARHA residents will use the on-street spaces for parking.

III. ZONING

Property Address:	998 N. Columbus (Block "F")		
Block "F" Site Area:	91,697 sf (2.11 acres)		
Total Site Area:	369,952 sf (8.49 acres)		
Zone:	CDD #16		
Current Use:	Residential		
Proposed Use:	Residential		
	Permitted/Required	Entire Development	Proposed (Block "F")
FAR	2.0	1.57	1.57
Number of Units	Market Rate TH: 159 ARHA Triplex: 72 Market Rate MF: 86 Market Rate MF: 62 Total: 379	Market Rate TH:155* ARHA Triplex: 72 Market Rate MF: 76** Market Rate MF: 62 Total: 365	Market Rate TH: 27 ARHA Triplex: 12 Market Rate MF: 32 ARHA MF: 30 Total: 110
Parking	694 spaces	444 spaces***	54 townhouse spaces 19 private street spaces 33 garage spaces
Height	35-45 ft townhouses 48 ft multi-family	35-45 ft townhouses 48-60 ft multi-family	35-45 ft townhouses 48-60 ft multi-family

* reflects 4 unit reduction for enlargement of park
** reflect 10 unit reduction from changing building footprint on Block "F"
*** parking reduction approved with original approval

IV. STAFF ANALYSIS

A. Master Plan Amendment

This proposal requires an amendment to the Braddock East Master Plan. This plan was adopted in 2008 as an amendment to the Braddock Metro Neighborhood Plan and established goals and recommendations with regard to the redevelopment of existing public housing in the Braddock area. The subject amendment to the Braddock East Master Plan is related to the height limit placed on the James Bland redevelopment project. Specifically, the building height designation

shown on the Development Framework map on pages 5 and 46 and associated table #5 on page 47 require a change from 50 feet to 60 feet. Additionally, two references to a 50 foot height designation along N. Patrick Street will need to be adjusted to reflect the height change to 60 feet.

The first reference is on page 42 under the site design goals for James Bland which states:

> *To reflect the current development proposals, this Plan recommends heights of 30 – 40 feet along First Street and Columbus Street, rising to 40-50 feet toward the center of the site and up to 50 feet along Patrick Street.*

The other text reference occurs on page 58, Recommendation 10A:

> *A shoulder of 30-40 feet is recommended along First Street and Columbus Street, rising to 40-50 feet toward the center of the site and up to 50 feet along Patrick Street.*

Staff recommends adding a footnote to these two text references, as well as to the associated maps and table, to allow for the additional height of 10 feet for this one building (see *Attachment #5* for amended pages). No other changes to the Master Plan will be necessary. This 10 foot increase will allow the additional height needed for the proposed fifth floor of the market rate building. This change will only apply to the market rate building and not to the two ARHA buildings located to the north and south of this building. Thus, the required step down to 30 - 40 feet for the ARHA building abutting First Street and the 50-foot height limit for the ARHA building abutting Montgomery Street will not change.

Some residents have expressed concerns that the applicant is requesting a height change after a lengthy public review process during the development of the Braddock East Master Plan. Staff notes that the height limits shown on the Development Framework map were focused on the height of the proposed townhouses and were intended as a guide. At the time the Braddock East Master Plan was adopted, the multi-family buildings were still in a conceptual design state with the understanding that the final architectural design would be worked out during the final site plan and review by the Board of Architectural Review. This concept is supported by the CDD height guidelines identified on page 50 in the Plan that states, *the final building heights will be further evaluated through the DSUP process.* The Plan also recommends creating landmark gateway elements along Henry and Patrick Streets that reinforce the identity of the neighborhood. These landmark features can take place in form of public art, landscape plantings or prominent buildings. The added height to this one building will offer an identity to the redeveloped James Bland community.

Furthermore, the 60-foot height limit is consistent with maximum limits recommended in the Plan for other nearby redevelopment sites. In particular, the Samuel Madden public housing property across Patrick Street from the subject site recommends a height range of 60-70 feet in the center of that block and up to 60 feet in the block directly south. Thus, this additional height remains consistent with the height limits envisioned for the Braddock East area along Patrick and Henry Streets. As proposed, the changes to the height of the market rate building and the footprints of all three multi-family buildings maintain the goal of mixed income units in close

proximity to each other and improves the site planning to encourage greater interaction of residents through shared courtyard entries as well as a shared common open space on the east side of the multi-family buildings.

B. CDD Concept Plan Amendment

An amendment to the CDD #16 Concept Plan is also requested to amend the concept plan to include a height range of up to 60 feet in the area of the market rate building in Phase V only. No other changes to the CDD Concept Plan are necessary. In the original concept plan approval, the greatest height and density was proposed in the multi-family buildings planned along N. Patrick Street in the western half of the two Route 1 blocks (Blocks "E" and "F"). It was envisioned that they would function as a transition to the density recommended for the future redevelopment of the Samuel Madden homes, located between N. Patrick and N. Henry Streets. This continues to serve as an important edge, as the trend towards denser residential around metro stations is reflected in the projects at Payne St, Madison St, and the Jaguar project at the Braddock Metro. Staff supports this change to allow for the improvements proposed to the design and site planning of the three multi-family buildings in this block.

C. DSUP Amendment

The applicant is also recommending an amendment to DSUP #2008-0013 to construct three multi-family buildings in Block "F" instead of the one large multi-family building originally approved for this block. This request is nearly identical to an amendment approved last year by City Council to allow a change from two multi-family buildings to three in Block "E". As with the previous amendment, the overall mass, scale and location of the multi-family buildings were approved with the original DSUP approving all five blocks of the James Bland redevelopment. With this amendment the single building mass will be divided into three smaller buildings with an overall reduction in building square footage. The resulting number of dwelling units in the multi-family buildings will be reduced by ten compared to the original plan for a total of 62 multi-family units. Of these, 30 units will be ARHA units divided between the two end buildings and the other 32 units will be located in the central market rate building.

The primary change, as noted, is that the single building will be shifted into three buildings. There are benefits to ARHA, as it means that they can maintain their own structures separately from the condominium association. It also helps to meet the particular ARHA design criteria for ease of management and maintenance, including HUD requirements, ADA-accessibility for a certain percentage of units, and having units whose exteriors are indistinguishable from market rate units. The applicants have also stated that the separation of the unit types is necessary to receive loan approval from banks and to generate additional investment.

D. Building Design

The applicants' current proposal creates a single below grade level of parking under all three buildings, similar to the footprint of the original building. Three detached buildings will be built above the garage which introduces variation to the building street wall and creates a scale of buildings that is more compatible to the existing townhomes in the neighborhood as well as the

new townhomes being built as part of the James Bland redevelopment. Similar to the three multi-family buildings approved in Block "E" to the south, the buildings will have an urban loft architectural character with pronounced fenestration. The windows on the center building will have the effect of triple windows through the use of casement style windows above and below, and arranged in double and triple configurations. The two end buildings will have casement windows with a single fixed window above, arranged in single and pairs.

The overall composition of the building elevations uses the classical form of a base, middle and capital. The base and middle sections of the buildings will be predominantly brick and other masonry materials. The top floors will have a lighter appearance with the use of HardiePanel to create the more urban loft appearance. The added floor to the market rate building will better articulate this design principal expanding the building middle to better conform to these classical proportions. The northern building will be varied slightly with more brick on the top floor because this building will have a significant step down of one floor facing First Street. All the buildings are topped with a strong traditional cornice. Additionally, the buildings will have alternating projections and balconies in the middle building to break up the mass. The division of the original building into three smaller ones and the resulting reduction in overall mass overall, when combined with the architecture, should further the general design goals of the project.

Staff finds that the proposal to break the single multi-family building into three buildings has distinct design benefits. Throughout the previous approval process, there were concerns from the civic associations and some community members about the perceived size of the buildings when compared to the existing building stock. The importance of maintaining the character of the Parker Gray neighborhood was stressed, as well as the desire to minimize the effect of a solid wall of four-story residential along N. Patrick Street. Staff feels that the current proposal helps to address many of the issues.

The plan to split the buildings has reduced the overall square footage of the buildings and therefore the number of units. In order to keep the project financially viable some of the units are to be recovered through the addition of a fifth floor for the market rate building. Staff supports the increase in height for two reasons. First, it provides for a much better proportioned building appropriate for its size and location and secondly, it creates variety to the street wall along Patrick Street.

All five blocks of the James Bland property fall within the Parker Gray Historic District; therefore, approval by the Parker Gray BAR is required for the redevelopment. The applicant presented the proposed changes to the BAR on October 26, 2011 and received a unanimous conceptual approval of the new building configuration and increased height for the middle building. If the project is approved by the City Council, it will return to the BAR for approval of materials, details of the building architecture, and a final Certificate of Appropriateness (COA).

E. Parking

Parking for the 32 market rate units will be provided in a below grade garage as originally envisioned. A total of 32 parking spaces and one accessible van space will be available resulting in a ratio of one space per unit. Parking for the ARHA residents will be available on the existing

public streets as well as on the adjacent new private street. This parking arrangement is consistent with the original approval. Access to the parking garage will be from the new private street through the center building. This is an improvement over the original approval which had the access coming off of Montgomery Street. That location was less safe as it was on a busier street and in close proximity to the intersection of Patrick Street making the turning movements into the garage more challenging.

F. Open Space

A benefit of creating three smaller buildings results in an increase in open space for this block. In particular, the area between the east side of the multi-family buildings and the new private street, known informally as the triangular park, is increased in size by approximately 285 square feet. Additional open space is created between the three buildings in the form of courtyard spaces used for accessing the buildings. This increase in open space assists in addressing concerns raised during the original approval process about the loss of open space. This open space will be jointly owned and maintained by ARHA and the master home owners association that will cover all five blocks.

A public access easement for this open space was required by the original approval to allow all neighborhood residents to enjoy use of the park. Staff has heard concerns from nearby residents about possible loitering and security concerns at this park. The park will be open to the street on two sides making it making it very visible to passersby. Furthermore, the park will be surrounded by occupied residential units on all sides which will provide a natural surveillance of the park and create a safer environment. Staff will work with the applicant during final site plan review to ensure that adequate lighting is included and that the landscape design does not create hiding places.

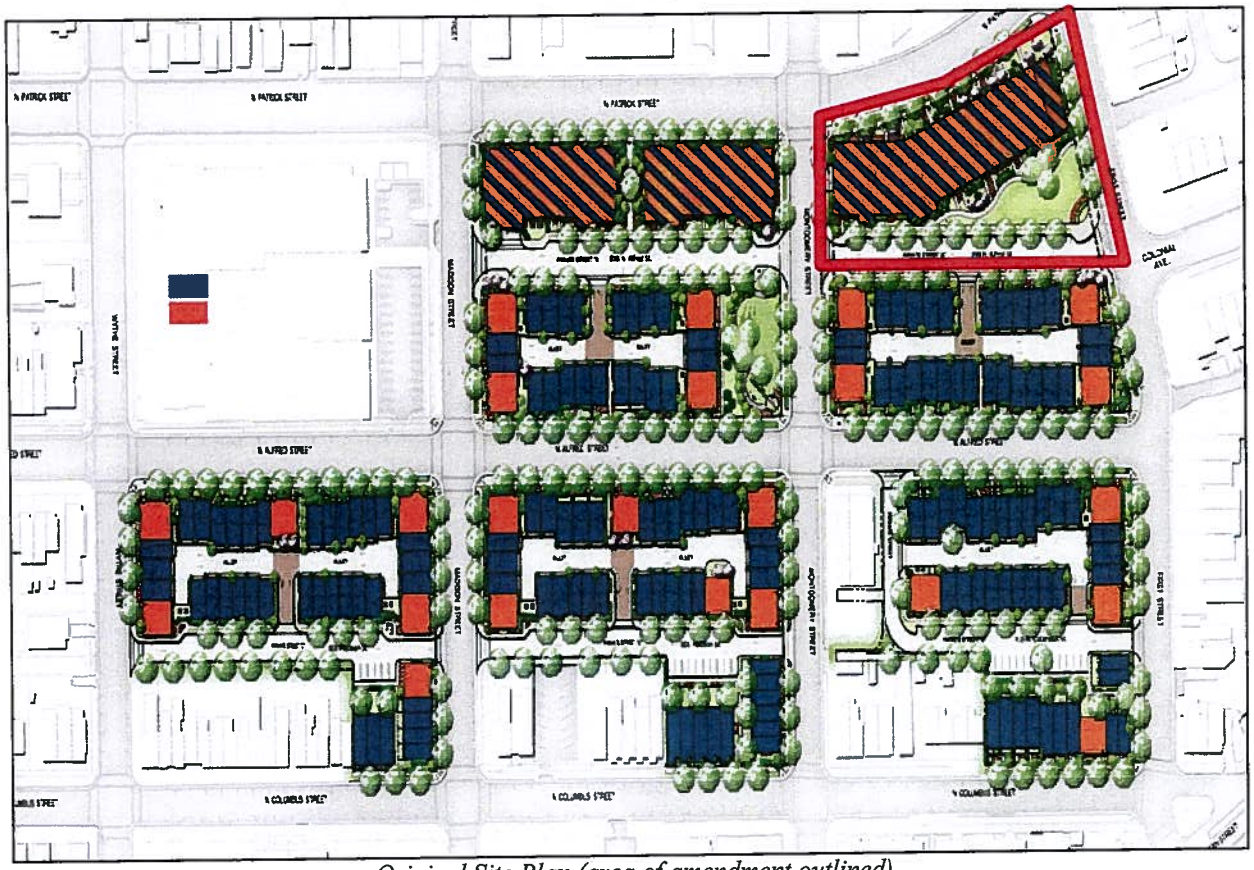
V. COMMUNITY

EYA and ARHA held a community meeting at the Charles Houston Recreation Center on November 7th to present an overview of the amendments to the various community groups that were involved with the original approval. Northeast Citizens Association, West Old Town Civic Association, the Braddock Metro Neighborhood Plan Implementation Advisory Group (BIAG), Braddock Lofts HOA, and neighbors on Columbus Street and First Street were all notified of the meeting. In addition, the applicant contacted several of the associations directly over the summer to notify them of the proposed changes. At their request, the applicant met separately with the Northeast Citizens Association. The Parker Gray BAR also reviewed the proposed revisions at their monthly public hearing in October. The majority of the comments raised by the community dealt with: implications to the approved Master Plan by allowing an amendment for the additional height, the nature of the passive open space and ensuring it is designed to be safe, keeping a mix of market rate and ARHA units, and parking for the market rate and ARHA residents.

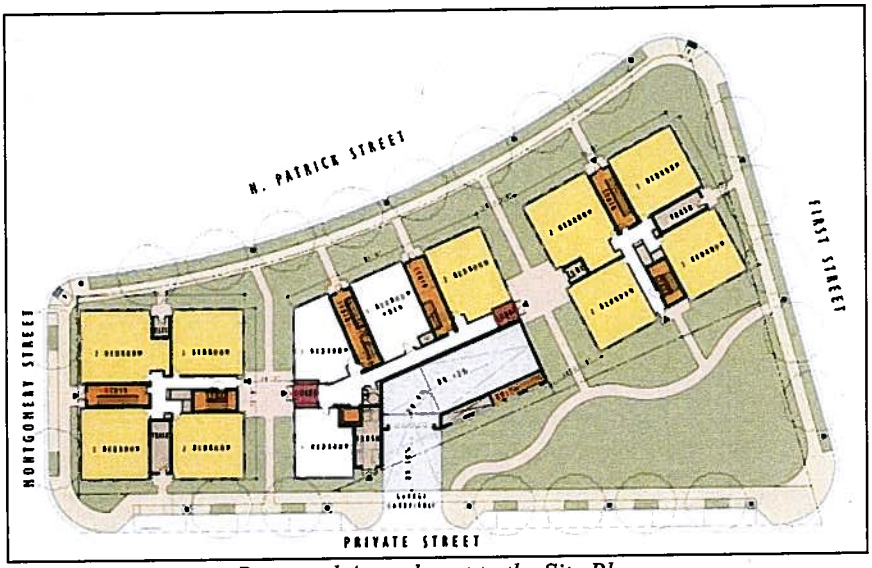
VI. CONCLUSION

Staff recommends **approval** of the proposed amendments (DSUP, MPA, and CDD) to the James Bland/Old Town Commons project subject to compliance with all applicable codes and the recommended conditions found in Section VIII of this report.

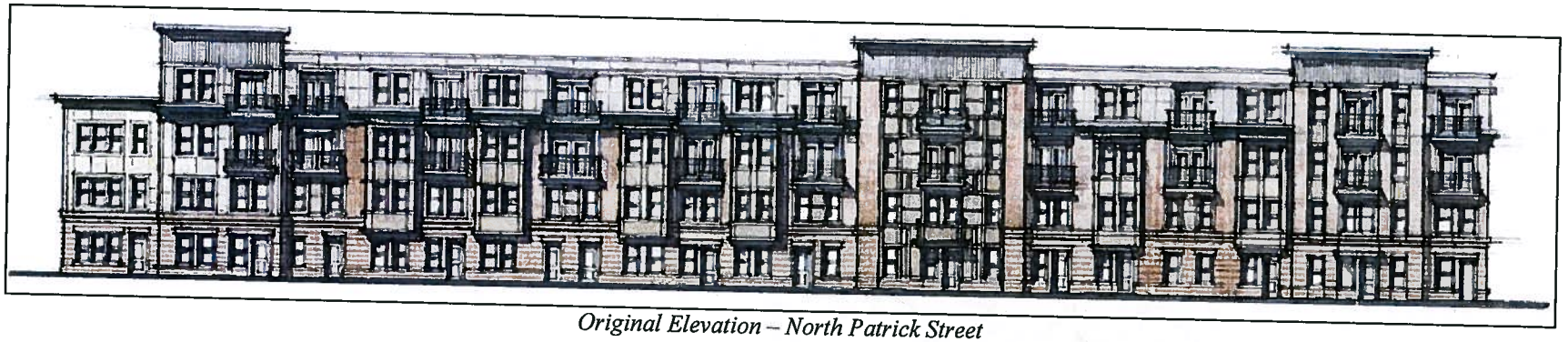
VII. GRAPHICS



Original Site Plan (area of amendment outlined)



Proposed Amendment to the Site Plan



Original Elevation – North Patrick Street

Proposed Elevation – North Patrick Street

Elevation – Private Street

Elevation – First Street

VIII. STAFF RECOMMENDATIONS

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions.

A. GENERAL:

1. **[CONDITON AMENDED]** The applicant shall provide all improvements depicted on the preliminary site plan dated August 20, 2008 and as revised on plans dated January 24, 2011 (DSUP 2011-0003) and October 24, 2011 (DSUP 2011-0022), except to the extent revised by changes made to the plans including the architecture by the Parker Gray BAR, Planning Commission or City Council and comply with the following conditions of approval. (P&Z) (DSUP 2011-0003) (DSUP 2011-0022)

2. **[CONDITON AMENDED]** Notwithstanding any contrary provisions in the Zoning Ordinance, the James Bland CDD Concept Plan (CDD# ~~2008-0002~~ 2011-0006 hereby referred to as the Concept Plan), shall remain valid until ~~October 1, 2008~~ December 1, 2021. The development special use permit shall expire three (3) years after the date of City Council approval if a building permit has not been issued for the first building to be constructed pursuant to the approved plan. (P&Z) (DSUP 2011-0003) (DSUP 2011-0022)

B. PEDESTRIAN/STREETSCAPE:

3. The applicant shall provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA, and T&ES:
   a. The sidewalks along the public streets shall be 6 feet wide unobstructed with a 4 foot wide landscape strip, except for along N. Patrick Street which shall have a 5 foot wide landscape strip.
   b. The applicant shall continue construction of the 6 foot wide unobstructed replacement sidewalk with a 4 foot wide landscape strip adjacent to the existing church at the corner of N. Alfred and Montgomery Streets up to the alley curb cut on Montgomery Street and new private street curb cut on Alfred Street.
   c. All new sidewalks shall transition smoothly into existing sidewalks. Where possible and subject to local conditions, the applicant shall extend the construction of the sidewalks adjacent to the existing townhomes along the Columbus Street, Montgomery Street, Madison Street, and Wythe Street public street frontages, with the construction of adjoining phase. The cost of such extended construction shall be mutually agreed upon between the City and the applicant prior to the construction and such amount shall be paid by the City if the City chooses to go forward with the work.
   d. All sidewalks shall be concrete, comply with the City standards, and include "lamp black" color additive per the *Braddock Metro Neighborhood Plan*.
   e. The existing overhead electrical/telephone lines and poles on N. Patrick, N. Alfred, N. Columbus, Wythe, Madison, Montgomery, and First Streets shall be located underground, with the exception of the utility poles within the central

alleys serving the existing buildings on N. Columbus Street. All underground utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping.

f. Decorative pedestrian scale light poles shall be provided for each public and private street frontage, including the portions of the public street with existing buildings in each block. The street light fixtures shall be single black Virginia Dominion Power "colonial" light fixtures with a standard black finish per the *Braddock Metro Neighborhood Plan*.

g. **[CONDITON AMENDED]:** An unobstructed ADA compliant bus passenger landing pad of 6 feet parallel to the roadway and 8 feet perpendicular (which may be included with the width of the sidewalk) to the roadway shall be provided at all existing bus stops adjacent to the development (westbound 917 Montgomery Street at Patrick Street, northbound 913 N. Patrick Street, just north of Montgomery, and eastbound 800 Madison, just west of Columbus Street). The landing pad shall be installed on a bulb-out for the bus stops at Montgomery Street and Madison Street (*Attachment #1*). The landing pad shall be concrete to match the adjoining sidewalk, with a flat surface and connect to the back-face of the curb. Passenger landing pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.

   i. **[CONDITON ADDED]:** Show existing DASH and WMATA bus stops adjacent to and across from the site located at 917 Montgomery Street at N Patrick Street; 913 N Patrick Street just north of Montgomery Street; and 813 Montgomery Street east of Alfred Street on the site plan for Block F.

   ii. **[CONDITON ADDED]:** If no bulb out is provided, create a 120 foot "No Parking, Bus Stop Zone" for the bus stops.

h. Decorative public benches shall be provided at the existing bus stops adjacent to the development. The benches shall not be placed on the 6 foot by 8 foot landing pad. The bench detail shall be the Timberform Restoration Series manufactured by Columbia Cascade or similar as approved by the Directors of T&ES and P&Z. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish per the *Braddock Metro Neighborhood Plan*.

i. Prior to final site plan approval for each phase, the applicant shall either provide trash receptacles or $1150 per receptacle to the Director of T&ES for purchase and installation of trash receptacles, to be placed on each block face. The number of trash receptacles that shall be provided by the applicant to be placed on site is 34 for the project. All trash receptacles shall be Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley or equal with a black, powdercoat finish, per City Standard and the *Braddock Metro Neighborhood Plan*. Receptacles shall be generally located along the property frontage and at locations in the vicinity of the site as approved by the Director of T&ES.

j. The concrete sidewalks shall continue over the proposed alleys and private streets to provide a continual uninterrupted concrete sidewalk.

k. The decorative paving material depicted for the internal alley openings shall be decorative unit pavers. The applicant shall explore the use of permeable surfaces in the alley.

l. The southern multi-family buildings shall be setback a minimum of 16.8 feet from the curb of N. Patrick Street.

m. The private streets designated as Emergency Vehicle Easements (EVE's) on the three eastern blocks shall have all entrance/ exit dimensions with 14 foot pavement width, a mountable curb, and a 4 foot sidewalk width. All areas designated as an EVE shall be AASHTO HS-20 loaded for emergency vehicles.
n. Thermoplastic ladder style pedestrian crosswalks shall be provided at all crossings.
o. One larger accessible curb ramp or two accessible curb ramps shall be provided at each intersection corner in the project area, including intersections on the perimeter of the project site. All materials for ADA ramps shall be concrete to match the adjoining sidewalks. All ramps shall include detectable warnings in accordance with ADA.
p. Bulb-outs shall be provided at the following intersections along N. Alfred Street, which is identified as the "walking street" through the project:
    i. N. Alfred Street and Madison Street;
    ii. N. Alfred Street and Montgomery Street; and
    iii. N. Alfred Street and Wythe Street.
q. Pedestrian countdown signals and Prisma DAPS push buttons upgrades shall be provided by the applicant and installed by the City at the following locations:
    i. Montgomery Street and Columbus Street
    ii. Madison Street and Columbus Street
r. The northeast and southeast corners at the intersection of First Street and N. Patrick Street shall be reconstructed for pedestrian safety to slow right-turning vehicles and reduce the crossing distance of First Street. Remove the island, extend the curbs and reduce the turning radius of the specified corners at First Street. This shall include relocating drainage and utilities where necessary. The improvements shall be installed prior to a certificate of occupancy for the adjoining phase.
s. Pedestrian crosswalk(s) shall be provided the intersection of Colonial Avenue and First Street. The location of the crossing(s) shall be determined at final site plan.
t. The applicant shall provide 28 residential (long-term) bicycle racks in the underground garages (14 racks in each garage) and 10 visitor (short-term) bicycle parking racks on the surface dispersed through the multi-family and park areas. All short-term racks shall be within 50 feet of the building entrance. Bicycle parking standards, acceptable rack types for short- and long-term parking, and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. The bike racks shall be decorative and have a black powdercoat finish per the *Braddock Metro Neighborhood Plan*.
u. Revise the proposed bulb-outs for Private Street "A" to provide a straight sidewalk with additional landscaping and street trees along the street.
v. Provide turning movements to determine whether an R-15 curb radius for the curbs at the intersection of Private Street "A" with the public streets can be provided. Revise the plans to provide R-15 curbs if the turning movements are acceptable.
w. All pedestrian improvements for each phase shall be completed prior to the issuance of a certificate of occupancy for that phase, unless otherwise required herein. (P&Z)(T&ES)(RP&CA)(DSUP 2011-0003) (DSUP 2011-0022)

4. A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained throughout the proposed development. There shall not be any additional curb cuts other than what is shown on the preliminary site plan. (T&ES) (DSUP 2011-0003)

5. The setback between the buildings and the drive aisles shall be a minimum of 2 feet to provide adequate turning movements. The setback should have a maximum length of 5 feet or a minimum of 18 feet, if a driveway is provided unless necessary for adequate turning movements. If units need to be shifted the units shall be shifted towards the internal alley to provide additional open space adjacent to the street. (T&ES) (P&Z) (DSUP 2011-0003)

6. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES) (DSUP 2011-0003)

7. 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) (DSUP 2011-0003)

8. The applicant shall work with Staff during final site plan review to incorporate all recommended improvements identified by Staff based on the revised traffic impact study. (T&ES) (DSUP 2011-0003)

C. OPEN SPACE/LANDSCAPING/TREE PRESERVATION:

9. The applicant shall revise the site plan to eliminate 4 units in the southwestern block to provide a larger open space area at the corner of Montgomery Street and N. Alfred Street as generally depicted in *Attachment #2.* The park shall be subject to the following, to the satisfaction of the Directors of P&Z and RP&CA:
   a. The open space parcel (identified as Parcel "C" on the preliminary subdivision plat dated August 5, 2008) shall be dedicated to the City as public open space prior to issuance of a building permit for this phase.
   b. In order to increase the size and viability of the proposed major park at the James Bland Redevelopment site, it is proposed that the City purchase from ARHA four market rate building lots adjacent to the planned open space at the southwest corner of Montgomery and Alfred Streets. This purchase of the four lots will increase the size of the park from about 8,200 square feet to approximately 13,000 square feet.
      i. The City would pay $328,418 per lot which totals $1,313,672 for the four lots.
      ii. In addition, recognizing that ARHA, per its contract with EYA, will be sharing on a percentage basis in the upside gross sales revenue from the sale of the James Bland market rate units, the City would also pay a pro rata share of forgone upside gross sales revenue for the four lots which the City would purchase to expand the proposed park.
      iii. The formula for paying this pro rata share would be to determine, after all the market rate units have been sold and the gross sales accounting

completed, the per unit share of gross revenues which ARHA has earned. The City would then pay the pro rata determined per unit share for each of the four lots the City purchased to acquire the park.

iv. For example: If the total gross revenues from the sale of the 245 market rate subject to the revenue sharing agreement between ARHA and EYA totals $2,450,000 and if ARHA's share is 20% ($490,000), then the per unit share would be $2,000 per unit. The City would then pay an additional $8,000 for the four lots it purchased from ARHA for the park.

v. The City would contract with ARHA to purchase the four lots prior to the issuance of the first final site plan for the James Bland redevelopment, with settlement to occur twelve (12) months after the issuance of the first building permit for Block 898 (the 3rd block to be developed.).

vi. The City would reserve dedicated open space capital funds to acquire these four lots.

vii. The funds for the four lots would be held by ARHA to help fund the James Bland project.

viii. The City Manager is authorized to execute a purchase contract for these four lots with ARHA which incorporates the above provisions.

ix. The minimum standards which the Home Owners Association (HOA) will use to maintain the park are detailed in *Attachment 4.* These standards may not be changed by the City in a manner which would increase the HOA costs without prior approval of ARHA and the HOA.

x. In recognition of the public access status of this open space, the City would provide ARHA $1,200 per year to offset the incremental HOA costs to ARHA of maintaining the expanded portion of the park.

xi. City Council has the option within 12 months to decide to purchase two additional lots to increase the consolidated open space using the same economic formula used to calculate the purchase price of the original four lots. (City Council)

c. The open space and all associated amenities shall be privately maintained by the applicant and subsequently the Homeowners Association (HOA) upon conveyance to the HOA, whichever is applicable, to the satisfaction of the Directors of P&Z and RP&CA. The terms of the maintenance agreement of open space shall be part of the Homeowners Association documents and covenants which shall be reviewed and approved by the Directors of RP&CA and P&Z prior to issuance of the first certificate of occupancy.

d. The name for the park shall be designated in accordance with the City's policy and procedures for naming parks and the location for associated signage shall be depicted on the final site plan.

e. The applicant shall be responsible for the design and construction of the open space which shall receive public input from residents, be approved by the City, and contain interpretative elements recalling the history of the site and the area. The primary purpose of this open space is to provide a passive open space area lined with street trees, grassy areas, and a focal element such as a fountain, monument, or statue. This space shall be designed as an area suitable to accommodate informal community gatherings and events. As one of the principal open space-parks of the Braddock neighborhood, the open space shall be the

highest quality materials, paving, design and amenities. The final design shall include the level detail and amenities provided in the preliminary plan.

f. The design of the open space shall be approved by the Park and Recreation Commission as a docketed item at a public hearing prior to issuance of a certificate occupancy for the first unit in the development.

g. The approved design for the open space shall be implemented and completed prior to issuance of a certificate of occupancy for the first unit in the block the park is located in.

h. An active children's play area shall be provided in this open space and shown on the design included in the final site plan. The play area shall include age appropriate play equipment and/or structures, required fencing, and a coordinated design palette of play area related site structures/equipment for children between 2-5 years and shall be integrated with the interpretation of the history of the site and area through an element such as a sculpture that can also be used as play and climbing structures for the children. Play area and site equipment must comply with ADA requirements and standards and designed and implemented to the satisfaction of the Director of RP&CA. The play areas shall provide the following:

    i. Provide a coordinated design palette of play area related site structures/ equipment.
    ii. Specification, location, finish, color, material, scale, massing and character of site structures and equipment shall be approved by the City.
    iii. Trees planted inside the playground fence shall be medium sized trees.
    iv. Playground equipment and site furnishings shall be appropriate for year round outdoor use.
    v. The play area, play equipment, and playground safety surfacing shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification.
    vi. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Part 1191; Final Rule.
    vii. Play surfaces shall have immediate positive drainage. No surface drains or other impediments shall be placed in the fall zone, play or runout areas.
    viii. The playground surfacing shall have an under-drain system that is connected to the stormwater system. Ensure that under-drain system does not conflict with play equipment footers or tree wells.

i. The archeological consultant shall provide text and graphics for the signage which shall be integrated within the open space subject to approval by the Office of Historic Alexandria/Alexandria Archaeology, RP&CA, and P&Z.

j. Site furnishings such as benches, trash receptacles, decorative paving, lighting, water fountain(s), fencing, and other appropriate design elements.

k. Decorative metal fences to delineate the public open space area. All lawn areas shall be sodded.
l. The open space area shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (Archaeology) (P&Z) (RP&CA) (DSUP 2011-0003)

10. A perpetual public access easement shall be provided for the open space area on First Street between N. Patrick Street and N. Alfred Street. This open space area shall be privately maintained by the applicant to the satisfaction of the Director of RP&CA, until conveyance to the Homeowners Association (HOA). Upon conveyance of the open space to the Homeowners Association the HOA shall be responsible for the maintenance of the park. The terms of the maintenance agreement of the open space shall part of the Homeowners Association documents and covenants which shall be reviewed and approved by the City prior to prior to issuance of the first certificate of occupancy. The open space area shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (P&Z) (RP&CA) (DSUP 2011-0003)

11. The common open space areas within each block shall be subject to the following to satisfaction of the Directors of P&Z and RP&CA:
a. The transformers shall be grouped to provide pedestrian access from the Private Street to the Alley, as shown on the preliminary site plan.
b. The trash areas and transformers shall be screened by fencing (masonry wall, decorative metal, or painted wood) and landscaping.
c. Decorative site furnishings such as benches, trash receptacles, decorative paving, etc. shall be provided.
d. Coordinate location of site utilities with other site conditions, including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
e. Minimize utility conflicts with plantings, pedestrian areas and major view sheds, as shown on the preliminary site plan.
f. Do not locate above grade utilities in dedicated open space areas.
g. The area shall be privately maintained by the applicant to the satisfaction of the Director of RP&CA, until conveyance to the Homeowners Association (HOA). Upon conveyance of the open space to the Homeowners Association the HOA shall be responsible for the maintenance each open space area.
h. The areas shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (P&Z) (RP&CA) (DSUP 2011-0003)

12. All existing open space, play areas, and mature trees shall be retained, protected, and available to the public until the block on which they are located is redeveloped, except to the extent necessary for routine maintenance. (RP&CA) (DSUP 2011-0003)

13. The applicant shall develop, provide, install, and maintain an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. 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 structure. All plantings above structure shall be a minimum of 4 feet soil depth.
e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
f. Provide minimum 4" caliper street trees.
g. Provide up to five (5) 8-10" caliper specimen trees within the open space for Parcels B and C. The number of trees and location shall be determined during final site plan review.
h. Provide up to twenty (20) additional ornamental street trees on the surrounding streets adjacent to the development, including the 800 block of Wythe Street and the 800, 900, and 1000 blocks of First Street. The location of the off-site trees shall be determined during final site plan review.
i. The applicant shall evaluate the possibility of retaining the existing Oak tree (T19) within the existing open space along First Street within the proposed open space of Parcel B. If it is both economically and physically possible to retain the tree, tree protection will be provided in compliance with the City of Alexandria Landscape Guidelines. (P&Z) (RP&CA) (DSUP 2011-0003)

14. Tree protection measures shall be implemented to preserve and protect the 24 inch Willow Oak on the St. John the Baptist Church property adjacent to the development (identified as T47 in the Tree Inventory). Prior to commencement of construction, the applicant shall provide the following:
    a. Documentation that includes; notification of construction impact, timing/schedule/phasing, potential for loss or damage, and agreed upon remedial measures should loss or damage occur.
    b. Certified communication with the subject owner(s) and jointly approved binding agreement between affected parties. (RP&CA) (DSUP 2011-0003)

15. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Enforcement.
    a. Plan shall demonstrate 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 the multi-family buildings. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart. Provide an exhibit demonstrating accessible water coverage including hose bib locations and 90 feet hose access radii. Provide a hose bib at the front and rear elevations of each townhouse.
    c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
    d. All lines beneath paved surfaces shall be installed as sleeved connections.

e. Locate water sources and hose bibs in coordination with City Staff. (RP&CA) (DSUP 2011-0003)

16. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. All walls shall be brick or stone and all railings provided shall be decorative metal. Indicate methods for grade transitions, handrails (if required by code), directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA and P&Z. (P&Z) (RP&CA) (T&ES) (DSUP 2011-0003)

D. BUILDING:

17. **[CONDITON AMENDED]** The applicant shall provide the following building refinements to the satisfaction of the Director of P&Z:

General

a. All HVAC units shall be located on the roof and not visible from public or private streets.
b. All at-grade utilities shall be screened with landscaping or a fence/wall.
c. The primary exterior materials for each unit shall be limited to masonry, precast, stucco, wood or cementitious siding. Secondary trim and accent elements may include composite materials if approved by the BAR. Samples of all materials shall be provided.
d. Porches shall be wood and stoops shall be brick or metal and porch railings shall be a single material, either wood, or metal. Composite materials may be used in lieu of wood where specifically approved by the BAR.
e. Chimney enclosures shall be brick, and watertables, exposed foundations shall be brick.
f. Fireplace vents, flues, vent stacks and other similar protrusions shall not be permitted on any public street or private street frontage including corner units. Furnace vents shall discharge through the roof or the rear facade. HVAC vents or associated elements shall not be visible from a public street. Roof penetrations shall be confined to the rear of the building.
g. Pitched roofs shall be standing seam metal (painted, galvanized or terne coated) and shingles shall be slate or metal, or a comparable high quality material approved by the Board of Architectural Review. (City Council)
h. Fences located within the front and/or side yards shall made of painted wood or metal with a maximum of 30" to 42" height with a minimum of 50% openness.
i. All retaining walls shall be brick or stone.
j. Fixed plantation shutters shall be installed for all windows within the townhouse tandem garages facing the public or private street.

Townhouse

k. Continue to work with Staff to enhance the side and rear elevations of the townhouse units and ARHA flats.
l. Continue to work with Staff to reduce the actual or perceived height of the south facing facades of the market rate and ARHA units on Wythe Street.
m. Useable front porches shall be added to 10-12 of the townhouses and/or ARHA triplex flats with the locations to be determined in consultation with Staff. All porches shall be 6 - 8 feet deep.

Alley Houses

n. Continue to work with Staff to address the perceived mass and scale and refine details of these buildings.

Multifamily Buildings

o. Continue to work with Staff to enhance elevations of the multi-family buildings.

p. North multifamily building: ~~This building shall be refined by breaking its expression into subunits so that each of the architectural expressions has a consistent relationship to the geometry of the curved street, without modifying the footprint of the building.~~ Revise the building to three separate buildings as depicted on the elevations and plans dated October 24, 2011. The two end buildings shall be ARHA buildings and the center building shall be a market rate building with below grade parking. Final building design and details shall be subject to a final review with staff as part of the Board of Architectural review and approval process. The trash areas shall be incorporated into the design of the buildings and shall not be located in the two central courtyards between buildings. Gas meters and other utilities shall be consolidated and screened to be less visible. Entries at multifamily building: Building entries shall be designed to create a prominent and welcoming presence for all three buildings. Revisions to the North multi-family buildings will include shared common courtyard entries as depicted in the elevations and plans dated October 24, 2011. The entry gateway features and courtyard design are subject to fine tuning by staff as part of the Board of Architectural Review process.

q. North multifamily market-rate building: if approved per the requested revisions to MPA# 2011-0008 and CDD#2011-0006, the height of the central market-rate multifamily building may be increased by 12' to a maximum height of 60 feet.

r. South multifamily buildings: Revise the two buildings to three separate buildings as depicted on the elevations and plans dated January 24, 2011. The two end buildings shall be ARHA buildings and the center building shall be a market rate building with below grade parking. Final building design and details shall be subject to a final review with staff as part of the Board of Architectural review and approval process. The trash areas shall be incorporated into the design of the buildings and shall not be located in the two central courtyards between buildings. Gas meters and other utilities shall be consolidated and screened to be less visible. Entries at multifamily buildings: Building entries shall be designed to create a prominent and welcoming presence for all three buildings. Revisions to the South multi-family buildings will include shared common courtyard entries as depicted in the elevations and plans dated January 24, 2011. The entry gateway features and courtyard design are subject to fine tuning by staff as part of the Board of Architectural Review process.

s. The design of the multi-family buildings shall be subject to the requirements herein to the satisfaction of the Director of P&Z and the issues shall be addressed prior to public hearing before the Parker-Gray BAR. (P&Z) (PC) (DSUP 2011-0003) (DSUP2011-0022)

18. The ARHA triplexes and the entire multi-family buildings shall incorporate green building measures to achieve Earthcraft certification or a comparable nationally recognized green building program. (P&Z) (T&ES) (DSUP 2011-0003)

19. The market rate townhouses shall incorporate green building measures such that the homes meet the standard for certification under a nationally recognized green building program. Actual third-party certification shall be required only for townhouses in Phase 1 of the project, and may be sought at the applicant's option for the townhouses in the remaining phases. For any townhouses that do not receive third-party certification, the applicant shall prepare a report, signed by a certified green building professional, verifying that the homes were constructed to the same standard as those that did receive certification in Phase 1. This report shall be submitted prior to issuance of the last certificate of occupancy for that phase, to the satisfaction of the Director of P&Z and T&ES. (P&Z) (T&ES) (DSUP 2011-0003)

20. **CONDITION ADDED:** Energy Star labeled refrigerators, dishwashers and clothes washers shall be installed in all multi-family residential units (T&ES) (DSUP 2011-0022)

21. **CONDITION ADDED:** The applicant shall ensure that all dwelling units obtain a minimum of 3 points from Water Efficiency credit WE 3 (Indoor Water Use) of the USBGC LEED for Homes rating system. A list of EPA labeled water sense mechanisms can be found at http://www.epa.gov/WaterSense/pp/index.htm (T&ES) (DSUP 2011-0022)

22. The applicant shall provide a plan for diverting from landfill disposal the demolition, construction, and land clearing debris generated by the project. The plan shall outline recycling and/or reuse of waste generated during demolition and/or construction. The plan should outline specific waste streams and identify the means by which waste will be managed (reused, reprocessed on site, removed by licensed haulers for reuse/recycling, etc.). The plan shall be approved prior to the release of the final site plan. Verification that the plan has been implemented shall be provided prior to final certificate of occupancy of each phase.(P&Z) (T&ES) (DSUP 2011-0003)

23. All buildings shall have an address number which is contrasting in color to the background, at least 3 inches high, and visible from the street placed on the front and back of each home. No brass or gold colored numbers should be used. This aids in a timely response from emergency personnel should they be needed. (Police) (DSUP 2011-0003)

24. An automatic sprinkler system is recommended. The building code analysis states that a NFPA 13 R system will be provided on the multi-family buildings, the triplexes and all 4-story townhouses. The NFPA 13R system can only be installed if approved by the Director of Code Enforcement. The applicant shall formally request approval for the installation of the NFPA 13R system. (Code) (DSUP 2011-0003)

E. PARKING:

25. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garages by residents and visitors and discourage single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which shall provide the following:

a. A minimum of 88 parking spaces shall be provided within the underground garages. A minimum of one parking space shall be provided with each market rate multi-family unit.
b. The applicant shall provide controlled access into the underground garages that shall be designed to allow convenient access for residents.
c. The townhouse garages with two side-by-side parking spaces shall contain a minimum interior unobstructed dimension of 18 feet by 18.5 feet for two parking spaces. The minimum garage door width shall be 15 feet.
d. The townhouses garages with tandem spaces shall provide a minimum interior unobstructed dimension of 9 feet by 18.5 feet for one space and 8 feet by 16 feet for the second space, with a minimum garage door width of 8 feet. The second tandem space can be converted to active living space as a purchase option.
e. Each of the townhouse units shall provide a sufficient area for a City standard trash can and recycling exclusive of the area required for parking.
f. Individual townhouse garages shall be utilized only for parking; storage which interferes with the use of the garages for vehicle storage is prohibited.
g. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and/or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
h. In the selection of tenants for the ARHA units on First, Columbus and Wythe Streets, ARHA shall, to the greatest extent possible, provide preference to households with limited automobile ownership. (T&ES)(P&Z)(Code)(City Council) (DSUP 2011-0003)

26. The underground parking garage(s) shall be revised to provide the following to the satisfaction of the Directors of T&ES and P&Z.
a. The exhaust and intake vents for the garage shall be incorporated into the building and located away from public open space areas.
b. The slope on parking ramp to garage entrance shall not exceed 12%. In case the slope varies between 10% and 12% then the applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming.
c. Provide a parking aisle width of 24 feet in the underground garages for the multifamily buildings or some other acceptable solution as determined during final site plan review to address turning movement concerns.
d. The 90 degree turn in the parking garage of the multifamily buildings on the southern block creates a "blind" turn for vehicles entering and exiting the parking garage. For vehicles entering the garage, the turning movement requires encroachment into the opposing traffic lane. Soften the inside wall to create a radius where the existing corner is located to improve sight distance and the turning characteristics of entering vehicles. If creating a radius is not feasible,

measures must be implemented to reduce potential conflicts between ingressing and egressing vehicles in the area of the blind turn.

e. The applicant shall explore options to provide for accessible electrical outlets to facilitate electric car options, if economically feasible. (P&Z) (T&ES) (City Council) (DSUP 2011-0003)

27. The applicant shall show turning movements of standard vehicles in the parking areas parking garage as per the latest AASHTO vehicular guidelines and to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2011-0003)

28. The applicant shall provide off-street parking for all construction workers without charge. 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 based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. 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 a 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 ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES) (DSUP 2011-0003)

F. TRANSPORTATION MANAGEMENT PLAN:

29. The applicant shall be subject to the requirements of the transportation management plan as included in Attachment #3 and the following to the satisfaction of the Director s of T&ES and P&Z.

a. 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.

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. James Bland shall integrate into the District Transit Management Program when it is organized if requested by the Directors of T&ES and P&Z.

d. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of 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.

e. An annual TMP fund shall be created, based on the TMP reduction goal of 35% of people not using single occupant vehicles, established for James Bland, the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be $200 per occupied market rate residential. Annually, to begin one year after the initial Certificate of Occupancy is issued, the rate shall increase by an amount equal to the rate of inflation in the Consumer Price Index (CPI) of the United States for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.

f. The Director of T&ES shall require that the funds be paid to the City upon determination that the TMP Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site.

g. The TMP Association shall submit annual reports, fund reports and modes of transportation surveys to the Office of Transit Services and Programs (OTS&P) as detailed in the attachment. (T&ES) (DSUP 2011-0003)

G. SITE PLAN:

30. The plat of subdivision and all applicable easements shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z) (DSUP 2011-0003)

31. As part of the subdivision plat, a statement regarding the existing 10-foot wide public alleys shall be included and recorded with the plat, which shall read that the applicant and subsequently the Homeowners Association upon conveyance to the Homeowners Association shall be responsible for the maintenance of the 5-foot wide landscape strip that is proposed to be planted behind the existing private homes located along Columbus Street. The remainder 5-foot portion of the alley will be incorporated into the new private street that shall have a public access easement and shall be maintained by the applicant and subsequently the Homeowners Association upon conveyance to the Homeowners Association. The City of Alexandria shall maintain the ownership of the existing public alleys and can access the 5-foot landscape strip "at will" for construction and repair work, as may be necessary. This condition shall be a perpetual requirement and it shall be stipulated in any future lease or property sales agreement that all future tenants, property owners, and/or homeowners associations shall comply with this requirement. (T&ES) (DSUP 2011-0003)

32. A perpetual public access easement shall be provided for the Private Streets, Alleys, all sidewalks outside of the right of way, and all common open space areas. The easements shall be recorded prior to the release of the final site plan. (P&Z) (DSUP 2011-0003)

33. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES) (DSUP 2011-0003)

34. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities. (T&ES) (DSUP 2011-0003)

35. The private street names shall be approved by Planning Commission prior to issuance of a building permit for the first phase of construction. The street names shall be depicted on the final site plan and the applicant shall be responsible for installing all applicable signage. (P&Z) (DSUP 2011-0003)

36. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and P&Z, 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;
    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 the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties.
    e. Provide a numeric summary for the overall project and spot levels for specific areas.
    f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
    g. 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. The walls and ceiling in the garage shall be painted white, off-white or dyed concrete (white) to increase reflectivity and improve light levels at night.
    h. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
    i. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
    j. Lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z) (Police) (T&ES) (DSUP 2011-0003)

37. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES) (DSUP 2011-0003)

38. Decorative mailboxes shall be provided within the internal alleys and shall be depicted on the final site plan to the satisfaction of the Director of P&Z, subject to the approval of the Post Master. (P&Z) (DSUP 2011-0003)

39. All HOA documents 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 open space dedicated to the City is accessible to the general public and shall be maintained by the HOA.
    c. All landscaping and open space areas within the development shall be maintained by the HOA.
    d. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Director of P&Z, as determined by the Director.
    e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
    f. Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
    g. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the mid-block crossing streets are private streets with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately.
    h. The developer shall present a disclosure statement to all owners and/or renters, signed prior to signing any lease or contract of purchase. The statement shall disclose the following: that the site is located within the heart of an urban area and proximate to Route 1, the Metrorail track, and other railway operations. These uses will continue indefinitely and will generate noise and heavy truck and vehicular traffic surrounding the site. 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.
    i. This development includes 134 units owned by the Alexandria Redevelopment and Housing Authority (ARHA) which are rented to persons that qualify for low-income housing assistance.
    j. The market rate unit holders shall use their garages for vehicular parking and may not use them for another purpose that restricts the use of the garage for parking. (P&Z) (T&ES) (City Council) (DSUP 2011-0003)

40. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance capital projects or transit operating programs and services, which would serve all owners of property within the development, it would be the City's plan to include the units in such a district. ARHA owned units would be exempt from this special tax district real property tax levy, provided these units are, with the advance advice and consent by the City, established to meet the criteria for real property tax exemption under the Code of Virginia. (P&Z) (PC) (DSUP 2011-0003)

H. CONSTRUCTION:

41. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (DSUP 2011-0003)

42. As part of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose; however, the amended Traffic Control Plan, if required by the Director of T&ES shall be submitted to the Director of T&ES along with the building permit application. (T&ES) (DSUP 2011-0003)

43. The applicant shall submit a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to final site plan release. At a minimum, the plan shall include and be subject to the following:
    a. Phasing for each portion of the project and for each required public improvement (streets, traffic signals, sidewalks, etc.).
    b. All public and private infrastructure necessary to support each phase of the project must be in place prior to the certificate of occupancy for that phase.
    c. The phasing plan shall allow review, approval and partial release of the final site plan, if requested by the applicant. In addition, building and construction permits required for site pre-construction shall be permitted prior to release of the final site plan, if requested by the applicant; and the plan is submitted to the satisfaction of the Direction of T&ES.
    d. Temporary pedestrian and vehicular circulation during construction. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction (including temporary sidewalks), including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project.
    e. Provisions in the event construction is suspended for 6 months or more for:
        i. temporary streetscape improvements;
        ii. removal of debris; and
        iii. screening and barrier protection of construction areas and interim open space improvements.

f. Designation of responsibilities for implementing improvements should portions of the project be sold to others for construction, and the posting of bonds to insure implementation of these requirements.
g. Include the overall schedule for construction and the hauling route.
h. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work.
i. 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.
j. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES, and Code Enforcement. (P&Z) (T&ES) (Code) (DSUP 2011-0003)

44. 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. P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z) (T&ES) (DSUP 2011-0003)

45. No major construction staging shall be allowed from N. Patrick St., Montgomery St., and Madison St. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) (DSUP 2011-0003)

46. Any structural elements that extend into public right of way, including but not limited to footings, foundations, etc., must be approved by the Director of T&ES. (T&ES) (DSUP 2011-0003)

47. Safe and convenient pedestrian access shall be maintained during all phases of construction to the satisfaction of the Director of T&ES. A detailed plan shall be submitted prior to construction to specify how the sidewalk closures will occur. (T&ES) (DSUP 2011-0003)

48. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction and Inspection (C&I) 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) (DSUP 2011-0003)

49. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. 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

Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSUP 2011-0003)

50. Temporary construction and/or 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 permanent certificate of occupancy permit for the building. (P&Z) (DSUP 2011-0003)

51. If the City's existing public infrastructure, including but not limited to streets, alleyways, driveway aprons, sanitary and storm sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures are damaged during construction, 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 of T&ES. A pre-construction walk/survey of the site shall occur with City Staff to document the existing conditions. (T&ES) (DSUP 2011-0003)

52. The applicant shall submit a wall check prior to the commencement of 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 City prior to commencement of framing. (P&Z) (DSUP 2011-0003)

53. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. 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) (DSUP 2011-0003)

I. HOUSING:

54. The Developer shall set aside 134 new units (100 two-bedroom and 34 three-bedroom units) as affordable rental housing for income eligible ARHA-assisted households. These units will serve as replacement units for 134 of the now-existing 194 James Bland public housing units pursuant to Resolution 830. (Housing) (DSUP 2011-0003)

54 A. The applicant shall work with staff to explore the relocation of the public housing units on lot #17 to a location on North Alfred Street to be determined by the applicant and the Director of Planning and Zoning. The relocated ARHA footprint will be replaced by two market rate 3 1/2 story, 19 foot wide townhouses. (City Council) (DSUP 2011-0003)

55. Pursuant to Resolution 830, 44 additional James Bland units shall be relocated to the redeveloped West Glebe and Old Dominion sites (when completed) and 16 units will be relocated to a City-identified and secured location that is acceptable to ARHA.

a. The City commits, in accordance with Resolution 830, that the City will cooperate with ARHA to identify a suitable site or sites, and plans to make the 16 units available by the time relocation commences for Phase Two of the James Bland redevelopment, which ARHA anticipates is likely to occur during the summer of 2010, assuming approval of tax credit applications for each of the first two phases

in the year submitted. In any event, the City will make the 16 units available by the completion of the project which is anticipated to occur by 2015.

b. As evidence of its good faith commitment, the City will reserve $1 million in authorized housing bond capacity concurrent with approval of the James Bland DSUP, and will set aside 50% of all new developer contributions for affordable housing,[1] once all monies budgeted and previously allocated for use in FY 2009 have been received. These two sources of funding (not to exceed $6.4 million) will be reserved for use for the 16 replacement units until such time as the financing arrangements for the 16 units are finally determined, and all required funding commitments are secured. If not needed for this purpose, the City funds would then be made available for other housing needs. The City and ARHA acknowledge that the actual cost is unknown and could vary widely depending on the unit type, whether the units are provided by acquiring existing units or constructing new units, and the nature and amount of additional subsidy or financing (e.g., developer subsidy, Low Income Housing Tax Credits, etc.).

c. The City Manager is authorized to execute an agreement with ARHA reflecting the above condition #53 language. (Housing) (City Council) (DSUP 2011-0003)

56. Rents, including utility allowances, for the affordable units shall not exceed maximum rent levels allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 50% and/or 60% (as determined by ARHA) of the Washington, D.C. Metropolitan Area Family Median Income. (Housing) (DSUP 2011-0003)

57. The owner shall re-certify the incomes of households residing in these units annually, and shall provide annual reports to the City to demonstrate the project's compliance with income and rent requirements. Copies of documentation provided to the Virginia Housing Development Authority (VHDA) for this purpose will also satisfy this requirement. (Housing) (DSUP 2011-0003)

58. The units will be maintained as affordable rental housing and will also be subject to one-for-one replacement requirements of Resolution 830, as it may be amended from time to time. (Housing) (DSUP 2011-0003)

59. The Developer will submit a Housing Conversion Assistance Plan for residents of the James Bland public housing units to be reviewed and approved by the Landlord-Tenant Relations Board prior to release of the final site plan. (Housing) (DSUP 2011-0003)

60. The number of accessible units in the new development shall be sufficient to comply with the requirements of the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal requirement. (Housing) (DSUP 2011-0003)

[1] This exceeds the commitment included in the proposed Braddock East Plan, which calls for 50% of the developer housing contributions from properties in the Braddock Metro Neighborhood Plan area to be reserved for replacement of Braddock East area public housing. This specific commitment for James Bland covers all such contributions and is not limited to those from the Braddock area.

61. At the City's discretion, the Developer will make available up to 20% of the 148 multifamily units to be made available from the market rate units to provide workforce homeownership opportunities subsidized by the City so that the units can be purchased by eligible households at an affordable price. The intent of such City subsidy would be to cover the gap between the Developer's market price and the City-established affordable price. The City will notify Developer of its decision to exercise such option, and the number of units to be subject to such option, no later than the latter of final site plan approval for each multi-family building, or 30 days after the Developer notifies the City of its sales prices for the market units. (Housing) (PC) (DSUP 2011-0003)

62. The City has defined workforce sales housing as housing affordable to households at 80% to 120% of area median income. Should the City elect to exercise its option to provide a workforce housing subsidy, the specific income level(s) for which prices would be set, and the number of units to be so subsidized (up to 20% of the total multifamily units), would be determined at that time. (Housing) (DSUP 2011-0003)

63. Any units for which the City exercises its workforce housing option will be subject to resale controls to be established by the City. (Housing) (DSUP 2011-0003)

64. The Developer agrees to explore the feasibility (economic and otherwise) of increasing the integration of the public housing and market rate units within the multifamily buildings, and present its findings to the Mayor's ARHA Redevelopment Work Group. It is understood that if it is not possible to revise the layout of the multifamily buildings as proposed, then the buildings may be built as proposed. It is not the intent of this condition to require that the Developer create a situation that results in economic loss. (Housing) (PC) (City Council) (DSUP 2011-0003)

64 A. ARHA will locate a management office and community space within the existing Samuel Madden community prior to the issuance of a building permit for Phase I of the James Bland redevelopment. The office and community space shall remain until future redevelopment of the Samuel Madden property. (City Council) (DSUP 2011-0003)

65. A community association or similar group that includes the property-owners and ARHA residents shall be established to ensure that public housing residents have a voice in the new community. (Housing) (P&Z) (DSUP 2011-0003)

66. The president of the community association, a representative of ARHA (Executive Director or Deputy Director), and a representative of the HOA or its property management company shall be required to meet regularly with interested members of the surrounding community. These meetings, which shall involve participation by ARHA, are intended to serve as a forum for sharing information and addressing concerns about the development, with a goal of creating a successful community for the residents and surrounding neighbors. (Housing) (PC) (DSUP 2011-0003)

J. SIGNAGE:

67. Freestanding subdivision or development signs shall be prohibited. (P&Z) (DSUP 2011-0003)

68. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing 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) (T&ES) (DSUP 2011-0003)

K. STORMWATER:

69. 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. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES) (DSUP 2011-0003)

69A. The applicant shall explore viable use of all reasonable environmental technologies, with a specific emphasis on stormwater approaches to keep stormwater on-site and in the water table, including exploring potential grant funding to support this effort. (City Council) (DSUP 2011-0003)

70. The project site lies within the City's Combined Sewer District. Proposed stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with City's policy for management of storm water discharge within the Combined Sewer District. (T&ES) (DSUP 2011-0003)

71. The storm water collection system is located within the Potomac River 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) (DSUP 2011-0003)

72. 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) (DSUP 2011-0003)

73. Provide BMP narrative and complete pre and post development drainage maps that include areas 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 BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES) (DSUP 2011-0003)

74. **CONDITION AMENDED:** The storm water Best Management Practices (BMPs) and detention structures 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) (DSUP 2011-0003) (DSUP 2011-0022)

75. **CONDITION AMENDED:** The Applicant shall submit 2 originals of a storm water quality BMP and Detention Facilities Maintenance Agreement with the City to be reviewed as part of the second final site plan submission. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES) (DSUP 2011-0003) (DSUP 2011-0022)

76. **CONDITION AMENDED:** The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) and detention structures 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) (DSUP 2011-0003) (DSUP 2011-0022)

77. If units will be sold as individual units and a homeowner's association (HOA) established, the following two conditions shall apply:
    - The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMP's) 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.
    - 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 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:
    - 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) (DSUP 2011-0003)

78. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Office of Environmental Quality on digital media. (T&ES) (DSUP 2011-0003)

79. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. 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) (DSUP 2011-0003)

L. WASTEWATER / SANITARY SEWERS:

80. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES) (DSUP 2011-0003)

81. The project lies within the Combined Sewer District; therefore, the applicant shall provide complete sewer separation for the combined sewers serving the site as shown on the Preliminary Site Plan. At the discretion of the Director of T&ES, the applicant will continue the separation for the combined sewer serving the existing structures on the same blocks as the project site at the cost and expense of the city. Such additional separation shall take place at the Director of T&ES's discretion if a mutually acceptable cost for the additional separation is agreed upon between the Applicant and the City. (T&ES) (DSUP 2011-0003)

M. SOLID WASTE:

82. The Home Owners Association and Condominium Owners Association shall be responsible to provide solid waste collection services for the entire project including the townhouses and the multi-family portion of the development and deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria and is consistent with City policy, 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) (DSUP 2011-0003)

N. CONTAMINATED LAND:

83. The plan shall 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 T&ES, Office of Environmental Quality. (T&ES) (DSUP 2011-0003)

O. NOISE:

84. **CONDITION AMENDED:** All exterior building mounted loudspeakers are prohibited and no amplified sound shall be audible at the property line. (T&ES) (DSUP 2011-0003) (DSUP 2011-0022)

P. AIR POLLUTION:

85. 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) (DSUP 2011-0003)

86. No material may be disposed of by venting into the atmosphere. (T&ES) (DSUP 2011-0003)

87. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSUP 2011-0003)

88. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSUP 2011-0003)

Q. ARCHAEOLOGY:

89. **[CONDITON AMENDED]:** To insure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to monitor all ground-disturbing demolition activities and complete an Archaeological Evaluation report of the results of the monitoring. ~~The Documentary Study shall be completed prior to the first submission of the final site plan or January 1, 2009 (whichever is earlier). If the Documentary Study indicates that the property has the potential to yield significant buried resources, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation. The Archaeological Evaluation will need to be completed in concert with demolition activities.~~ 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. Archaeological work shall be completed in compliance with the Programmatic Agreement between the City of Alexandria, GPB Associates LLC, the

Alexandria Redevelopment and Housing Authority, and the Virginia State Historic Preservation Office Regarding the Redevelopment of the James Bland Public Housing, City of Alexandria.(Archaeology) (DSUP 2011-0003) (DSUP 2011-0022)

90. **CONDITON AMENDED]:** The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Demolition; Basement/Foundation plans; Erosion and Sediment Control; Grading; Utilities, etc. ~~Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring~~) so that on-site contractors are aware of the requirements:

   a. ~~All required archaeological preservation measures shall be completed prior to 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) or a Resource Management Plan must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399.~~An archaeologist shall be on site to monitor all ground-disturbing demolition activities.

   b. The applicant/developer shall call Alexandria Archaeology immediately (703-~~838-4399~~746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.

   c. The applicant/developer shall not allow any metal detection or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology) (DSUP 2011-0003) (DSUP2011-0022)

91. The final site plan shall not be released until the City archaeologist confirms that the developer has hired an archaeological contract firm to conduct the demolition monitoring, complete the Archaeological Evaluation, and if needed, prepare and implement a Resource Management Plan before additional ground disturbance occurs. The following statement shall appear on site plan sheets relating to demolition: An archaeologist shall be on site to monitor all ground-disturbing demolition activities. (Archaeology) (DSUP 2011-0003) (DSUP2011-0022)

92. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (Archaeology) (DSUP 2011-0003)

CITY DEPARTMENT CODE COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F – finding

Transportation and Environmental Services

F-1 **AMENDED:** Coordinate the Block labels and areas shown on Sheets C8.~~1~~00 through C9.30 ~~(SWM Post-Development)~~ with the Block labels and areas shown within the SWM Computations on Sheets C9.10 and C9.20. (T&ES- Engineering)

F-2 **AMENDED:** ~~Sheet C11.10; clarify the public access easement leaders.~~ The Site Plan shall c~~C~~learly denote the limits of the proposed public access easement. (T&ES- Engineering)

F-3 **DELETED:** ~~Sheet C12.50; clarify the car turning movements especially the movement into the eastern space in the garage for unit #42. Other provided movements appear to be hitting the curb. (T&ES- Engineering)~~

F-4 **DELETED:** ~~An analysis of the capacity of the proposed storm water outfall will still be required as part of the final site plan even if detention is provided. (T&ES- Engineering)~~

F-5 **DELETED:** ~~Sheet 1; The Environmental Site Assessment notes reference an environmental report completed in January of 2010 that did not identify any contaminates of concern. Provide an electronic copy of the report to Site Plans and OEQ. (T&ES- OEQ)~~

F-6 **AMENDED:** ~~Sheet 5.20; The previous two blocks had a combined SWM/BMP facility.~~ The proposed storm infrastructure for this block will be required to have the BMP facility prior to any detention facility. (T&ES- OEQ)

~~F-7~~ **DELETED:** ~~Explore if it is possible to chamfer the edge of the parking garage entrance where the parking garage makes a 90 degree turn and begins the 12 degree downward slope (in the area of the hatching on sheet C12.30) to improve turning movement characteristics and improve sight distance. The turning movement shown on Sheet C12.30 shows severe encroachment of the design vehicle into the opposing lane of traffic. (T&ES- Transportation)~~

~~F-8~~ **DELETED:** ~~Spaces #1 and #9 are shown as compact spaces in the garage. Since these spaces are directly adjacent to a solid wall, show these spaces as full width spaces (9'), with the spaces adjacent (Space #2 and Space #10) shown as compact instead of full width. (T&ES- Transportation)~~

~~F-9~~ **DELETED:** ~~The calculations on multiple worksheet C's did not use consistent significant figures or rounding when calculating the phosphorus removal requirement versus the phosphorus removed. For approval of the final plan when the design areas are more definitive, significant figures and rounding shall be consistent to prove that the phosphorus removal requirement is actually being met. (T&ES- OEQ)~~

~~F-10~~ **DELETED:** ~~The applicant shall clarify if the design intent is to have separate BMP structures and detention vaults or if the intent is to combine them to accomplish both quality and quantity control. (T&ES- OEQ)~~

F-11 The applicant is reminded that to receive credit for treating the designated WQV for each parcel the BMP structure must be designed to store the WQV without any portion being allowed to pass through the overflow orifice or the BMP structure must have a treatment flow rate equal to flow rate generated by the three month storm. (T&ES- OEQ)

F-12 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-13 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-14 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F-15 Include all symbols, abbreviations, and line types in the legend. (T&ES)

F-16 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) 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 2.5 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-17 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The 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. Lateral shall be connected to the sanitary sewer through a manufactured "Y" of "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-18 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-19 Maintenance of Vertical Separation for Crossing Water Main Over and Under a 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 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-20 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-21 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-22 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-23 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-24 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F-25 **ADDED:** Update all sheets to demonstrate the on-street parking as shown on page C11-10 of the preliminary plan dated October 24, 2011. (DSUP 2011-0022)

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 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 form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective pre-development rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. The applicant shall provide routings for each proposed vault (detention system) in the first final site plan to demonstrate that the peak post development runoff rate is equal to or less than 90% of the pre-development peak runoff rate. (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 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as 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. (T&ES)

C-5 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-6 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. The most up to date detail can be obtained through VDOT. (T&ES)

C-7 Solid Waste and Recycling Condition: 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-8 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C-9 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-10 Bond for the public improvements must be posted prior to release of the plan. (T&ES)

C-11 The sewer tap fee must be paid prior to release of the plan. (T&ES)

C-12 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)

C-13 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-14 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)

C-15 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-16 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-17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C-18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To 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-19 A pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading shall be designed using California Bearing Ratio (CBR) determined through geotechnical investigation using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications or to the satisfaction of the Director of Transportation and Environmental Services (T&ES). (T&ES)

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

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

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

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

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

C-25 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)

C-26 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES)

C-27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must 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)

Alexandria Sanitation Authority (ASA)

F-1. Ensure all discharges are in accordance with City of Alexandria Code 4035

F-2. The Applicant shall coordinate with City of Alexandria T&ES to insure that planned flow capacity does not exceed City of Alexandria allotted ASA plant capacity of 20.5.

F-3. The Applicant shall coordinate with City of Alexandria T&ES to insure in writing to ASA that additional flow planned does not exceed flow capacity in ASA Interceptors & Trunk Sewers during wet & average flow conditions.

F-4. Drawings do not provide sanitary flow computations and complete layout of proposed sanitary mains. Please provide sanitary flow computations and layout of proposed sanitary mains and service laterals.

F-5. Proposed construction and sewer discharge limits from new facility could be regulated by ASA Pretreatment. Engineer/Owner is required to contact Alexandria Sanitation Authority (ASA) Quality Manager, (703) 549-3382 ex: 2275

Virginia American Water Company

C-1. Developer shall submit a Code Enforcement approved ISO calculations to verify whether the proposed water main layout can achieve the Needed Fire Flow.

F-1. Sheet C5.00: The proposed 8" water main on Private Street "B" at 918 N. Columbus St. Block 2 shall be extended and connected to the proposed water main on First Street.

F-2. Sheet C5.00: The proposed fire hydrant at the intersection of N. Patrick Street and Madison Street shall be connected to the existing water main.

F-3. Sheet C5.00: Keep enough horizontal and/or vertical clearance between the proposed 8" water main and the proposed 60" HDPE Detention Pipe on Private Street "A" at the Phase 4.

Code Enforcement

F-3 No parking spaces can be located in front of fire hydrants. The applicant indicates this finding has been satisfied; however, multiple parking spaces (shown on Sheet C12.00) are located in front of fire hydrants. Still not in compliance.

F-4 The fire hydrant symbol should be included on the legend (Sheet C12.00) as well as on all locations of the fire hydrants. Finding resolved.

F-5 The block directly north of the Charles Houston Recreation Center needs additional fire hydrants because it does not comply with comment C-11. Finding resolved.

F-6 The ARHA triplex buildings need at least one FDC on the buildings as well as comply with the FDC distance requirements to fire hydrants in comment C-11. Finding resolved.

F-7 The proposed FDC's and fire hydrants cannot be obstructed by the proposed vegetation shown on sheet L1.10. Finding resolved; the vegetation shown is ground cover.

F-9 There are fire lane signs within alleys that are not proposed to be emergency vehicle accessible.

F-10 Not all distances are shown between fire hydrants and FDC's. The applicant shall show by next submission.

C-11 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) any fire department connections (FDC) to the buildings; c) fire hydrants located within one hundred (100) feet of each FDC provided; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the buildings with a (two-way) twenty-two (22) foot minimum width or (one-way) eighteen (18) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Condition met; shown on Sheet C12.00. Proposed units 10 and 11 located on the block north of the Charles Houston Recreation Center do not have access to them by any emergency vehicle. This shall be addressed by next submission. Finding resolved.

C-12 Prior to submission of the Final Site Plan #1, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Division of Code Enforcement, 301 King Street, Suite 4200, Alexandria, VA 22314. Acknowledged by applicant

C-17 Required exits, parking, and facilities shall be accessible for persons with disabilities. The number of handicap parking spaces shall comply with USBC Table 1106.1. Still has not shown compliance.

Police

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.

R-2 All proposed shrubbery should have a *natural* growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

R-3 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.

R-4 Trees should 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.

R-5 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.

R-6 The luminaries proposed to be affixed to the light poles should be effective in directing light illumination where it should go, which is on the ground.

R-7 In reference to lighting in the alleyway, it is recommended that the applicant meet the lighting standard set by Transportation & Environmental Services. The Alexandria Lighting Standard set by T&ES for "walkways" for multi-family & surface parking area uniformity is 1.0 footcandle minimum maintained. The lighting should be consistently uniformed. Illumination should fall throughout the parking area, along the walkway, along the building edge and building entrances.

R-8 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 in the open position.

R-9 It is recommended that all buildings have an address number which is contrasting in color to the background, at least 3 inches high, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R-10 It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

R-11 Access to the upper lever units in the multi-family buildings is gained by a stairway having an exterior door at ground level. It is recommended that these doors have electronic security hardware, controllable by the residents. There should be an intercom allowing residents to identify visitors prior to them granting access into the building. This will aid in the prevention of non-residents gaining entry and sleeping in the stairwells.

R-12 For the safety of the persons using the proposed garage, vehicular access to the parking facility should be controlled by garage doors that are operated with electronic proximity card readers. Comprehensive access control is an obvious and effective method for reducing the criminal opportunity. Controlling vehicular access to a parking facility is extremely beneficial to security.

R-13 Any ground level pedestrian exits from the garage that open into non-secure areas should be emergency exits only and fitted with panic bar hardware.

R-14 The exterior of the parking structure should be well lit on all sides (consideration should be given to specifying lighting fixtures that resist breakage) and should be as symmetrical as possible. Avoid architectural designs that provide hiding places where individuals could easily conceal themselves. This is an area where safety and security should not be sacrificed for architectural aesthetics.

Archaeology

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

F-1 [FINDING AMENDED] Documentary research conducted by Thunderbird Archaeology found no definite evidence of structures on this block prior to and during the Civil War; however, it is possible that refugee slaves may have settled in the vicinity during the war. Residential development in this area was occurring by the third quarter of the 19th century. City directories and other archival sources show that most residents of the project area were African American laborers, although Euro-American laborers and a few skilled workers, tradesmen and professionals were also present. In the early 20th century, the project area developed primarily as an African American neighborhood. The area therefore has the potential to yield archaeological resources that could provide insight primarily into 19th and early 20th-century domestic activities.
~~Archaeological resources in the development area have the potential to provide insight into Alexandria's past, but additional documentary study is needed. The limited historical research that has been completed about the development blocks and the vicinity to date indicates that the Henry Daingerfield estate extended onto the recreation center property, with the house situated in the middle of Wythe Street. During the Civil War, the area was the site of the Barracks, Kitchens &c. for Washington Street Corral. A small~~

~~18 by 13 foot structure was located near the northeast corner of Columbus and Wythe. Mess rooms, kitchen and bunk rooms extended across Wythe on the west side of Columbus, and a kitchen and privy were located in the middle of Wythe Street. By 1877, there were several structures in the development area. There was a cluster west of the canal near the Alexandria and Washington Turnpike and the Washington and Alexandria Railroad line (Columbus, First and Alfred Streets), and there were structures on Columbus near Madison. In the late 19th century, this was the location of an African American community, "the Hump". Structures are shown on Sanborn maps on most of the blocks by the 1920s and '30s.~~

F-2 The applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

IX. ATTACHMENTS

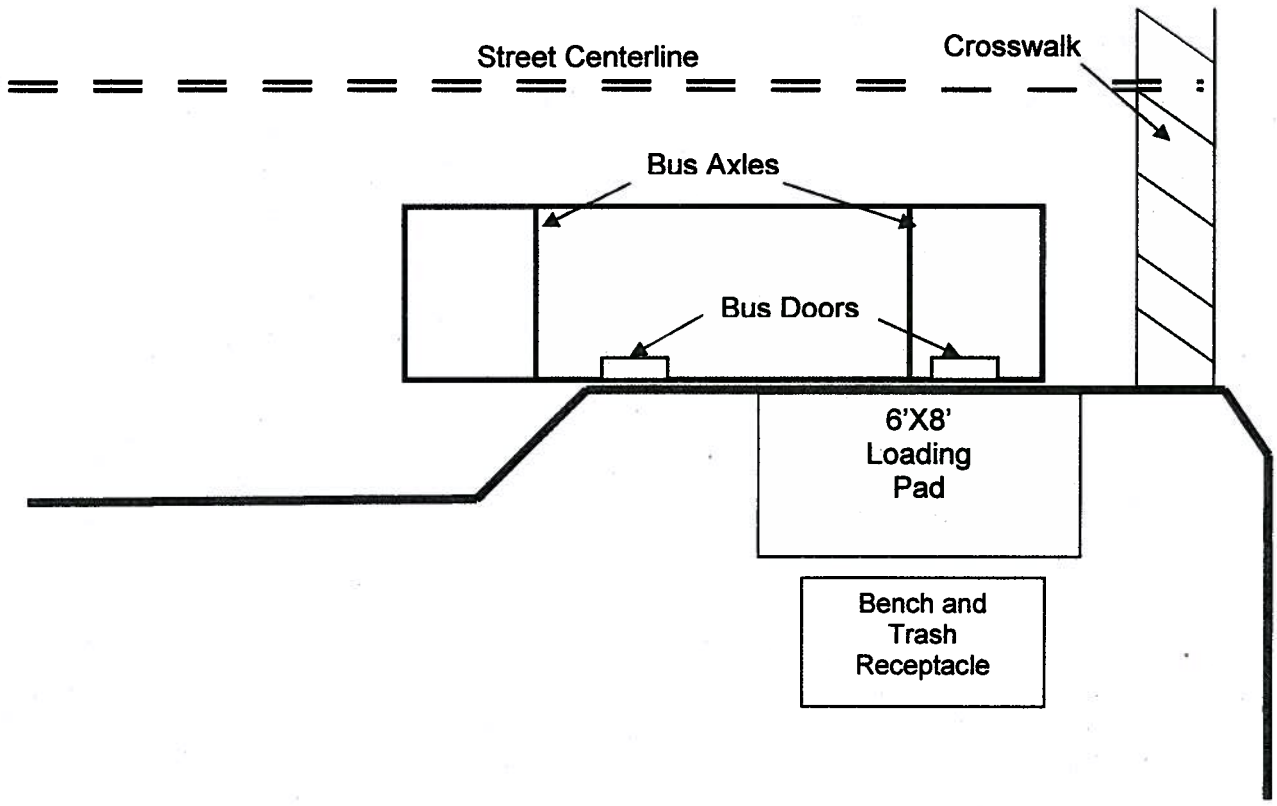
Attachments carried over from original report (DSUP 2008-0013)

1. Bus Stop at Bulb Out per condition #3g
2. Open Space Expansion per condition #9
3. TMP per condition #29
4. Open Space Maintenance per condition #9(b)(ix)

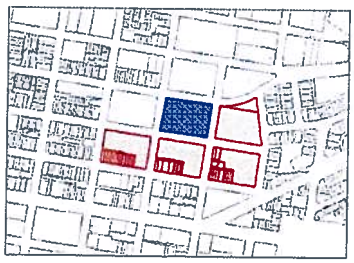
New Attachment related to this request (DSUP 2011-0022)

5. Braddock East Master Plan Amended Pages

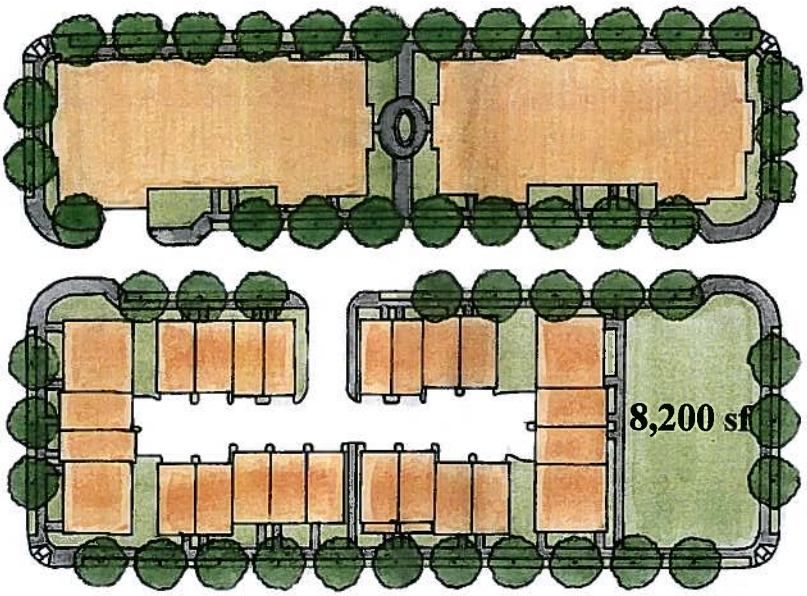
Attachment #1 – Bus Stop Detail at Bulb Out



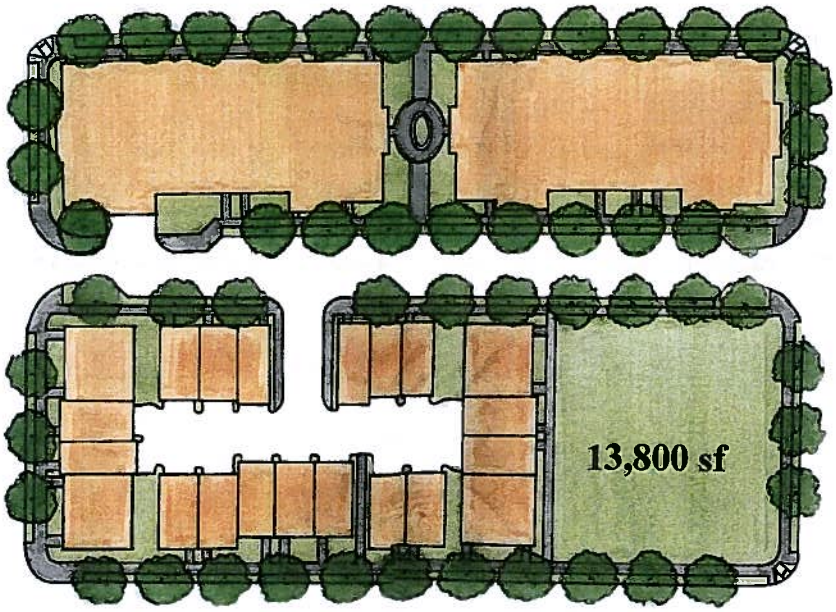
Attachment #2 – Open Space Expansion



Map Key: James Bland Redevelopment (red) Block with Open Space (blue)



Current Proposal



Staff Recommendation

Attachment #3 – TMP

James Bland Redevelopment — TMP/SUP # 2008-0060

James Bland Redevelopment is within the Braddock Road Metro Station boundaries and is located approximately 1,573 feet from the Braddock Road Metro Station. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Office of Transit Services & Programs proposes for James Bland residential redevelopment:

General Information on the Project

Location: 918 N. Columbus Street, 998 & 898 N. Alfred Street, 801 & 808 Madison Street Alexandria, Virginia 22314

Project scheduled to be completed by 2015.

Transportation Management Plan

Note: ❶ = Symbol and number indicates milestones for incorporation into Permit Plan for monitoring.

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 James Bland Redevelopment consists of 5 parts:

1) Goal and Evaluation of the TMP
2) Organization and Funding
3) Transportation Management Plan
4) Evaluation of the Effectiveness of the TMP
5) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

a. James Bland Redevelopment site is located approximately 1,573 feet from the Braddock Road Metro Station. Several DASH and Metro bus lines servicing the site provide connection to

the nearby King Street Metro Station and the VRE commuter train station. In view of this accessibility to transit, the TMP goal for James Bland Redevelopment is established at 35% non-SOV at peak hours.

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 and tenants, as well as retail employees, 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 increasing the number of transit users in the site up to the goal. The fund report and survey are covered under paragraph 3, sections c, d, and e.

2. TMP Organization and Funding

a. The developer has agreed to establish an owners/tenant's association (the TMP Association) to manage and implement the TMP on behalf of the residents of the project. The City of Alexandria Office of Transit Services & Programs (OTS&P) may assist the TMP Association.

b. An Annual Work Plan will be developed by the TMP Association and approved by the Office of Transit Services & Programs. This work plan will be due on January 15 of every year. To fund the ongoing operation and management of the TMP, the TMP Association will assess each owner of property within the development following issuance of each building's certificate of occupancy. The annual rate for the fund is established in paragraph 3.c. of this same document. The rate will be adjusted yearly as per the consumer price index (CPI) of the United States.

3. Transportation Management Plan

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

Use	Units
Residential	379

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. ❶ A TMP Coordinator shall be designated for the entire project ***upon application for the initial building permit.*** The name, location, and telephone number of the coordinator will be provided to the City at that time, as well as of 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 the other program elements shall be promoted to prospective tenants and to employers and their employees.

iii. Printed information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — 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 and a website with this information and appropriate links to transportation resources shall be created and maintained.

iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments (MWCOG) Commuter Connections Program, but also site-specific matching efforts. Information on MWCOG's Guaranteed Ride Home Program should be available to residents.

v. A carshare program shall be established as part of the ridesharing and transportation options 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 carshare company for placement of vehicles in this project. Currently, Zipcar has vehicles in the Alexandria area. For those individuals who take transit, carpool, vanpool, walk, or bike to work, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

vi. Discounted bus and rail fare media shall be sold to residents of the project including during regular HOA meetings. 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 Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.

c. ❷ **TMP Fund**: The annual rate for the TMP Fund account is calculated based on the TMP goal established for James Bland Redevelopment, the project's size and the benefits to be offered to participating residents. Based on a 35% non-SOV goal for the proposed project, a monthly benefit rate is established at the initial annual contribution levels of $200 per occupied market rate residential unit. This preliminary rate may change when the Braddock Area Transportation Management Plan is established. These contributions will be adjusted yearly as per the consumer price index (CPI). ***The first payment to the fund shall be made with the issuance of initial Certificate of Occupancy.*** Payments shall be the responsibility of the developer until this responsibility is transferred by legal arrangement to the owners association. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:

i. Discounting the cost of bus and transit fare media for on-site residents/owners. ***Exception:*** The fund shall not be utilized to subsidize the cost of transit for residents/owners whose employers already reimburse them for their transit cost.

ii. Subsidies to transit providers.

iii. Marketing activities, including advertising, promotional events, etc.

iv. Bicycle lockers for residents.

v. Membership and application fees for carshare vehicles.

vi. Participate in air quality/ozone action day programs.

vii. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

d. **Unencumbered Funds:** The Director of T&ES may require that any unencumbered funds remaining in the TMP account at the end of each reporting year be paid to the City upon determination that the TMP Association has not made reasonable effort to use the funds for TMP activities. As determined by the Director of T&ES, these funds shall be used for transportation, transit or ridesharing projects and activities which benefit the site.

e. ❸ The TMP Association will provide semi-annual TMP Fund reports to the Office of Transit Services and Programs. These reports will provide a summary of the contributions to the fund and all expenses incurred and should be accompanied by supporting documentation. ***The first report will be due six months following the issuance of the first certificate of occupancy.***

f. ❹ The TMP Association shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the summary results of the annual survey, together with the raw data, and a work program for the following year. ***The initial report shall be submitted 1 year from the time of 60% occupancy of James Bland Redevelopment.*** The annual report shall identify, as of the end of the reporting period, the amount of square footage of occupied units. In conjunction with the survey, the TMP Association shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project.

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 Association, 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 Association, and will be used in developing the annual 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. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP have flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also 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

The James Bland Redevelopment should integrate the Braddock Road Metro District Transit Management Program when it is organized. All TMP holders in the Braddock Metro Station area 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.

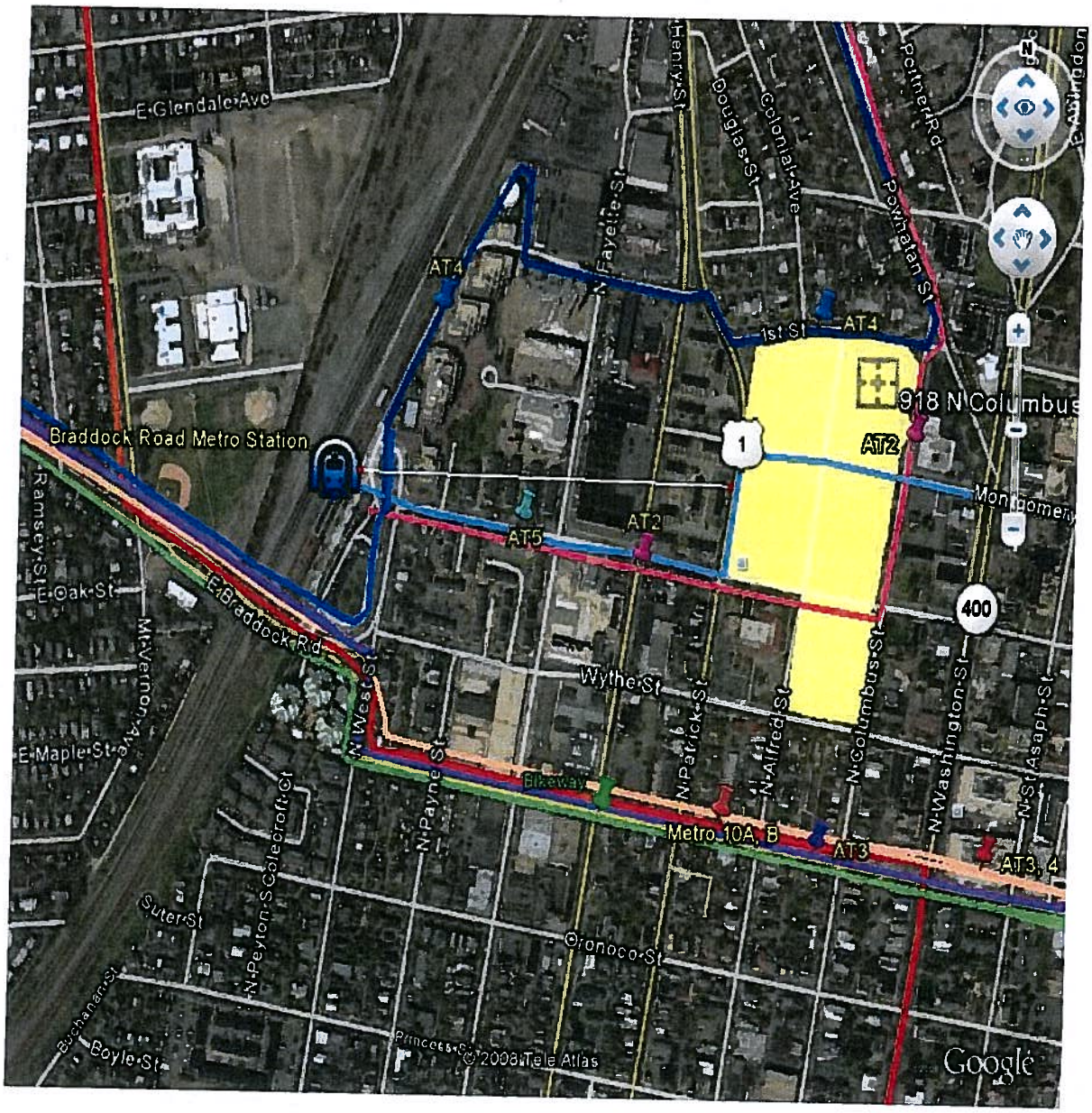
6. Permanence of the TMP Ordinance

a. ❺ ***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.***

b. 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.

c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.

SUP/TMP # 2008-0060 — James Bland Redevelopment — Transit Inventory



TMP/SUP # 2008-0060 - Rate Calculations for James Bland Residential Redevelopment

Residential Use	Units
Market Rate	245
Subsidized	134
Total Units	**379**

Assumption — 35% non-SOV Vehicles = 133 trips

Transit Benefits				
35% Goal Beneficiaries	**Number of Beneficiaries**	**Benefit Amount ($)**	**Total Monthly Benefit ($)**	**Total Annual Benefit ($)**
133 Residents	67 [2]	60	4,020	48,240
			Total	48,240

Carshare Benefits			
15% Goal Beneficiaries	**Number of Beneficiaries**	**Annual Membership Cost ($)**	**Total Cost Zipcar Benefit ($)**
133 Residents	20	75	1,500
		Total	1,500

TMP Fund Allocations		
	Expenses ($)	**Funds Available ($)**
Total Annual Fund Contribution per market rate unit $200 x 245 units =		49,000
Transit Benefits	48,240	
Carshare Benefits	1,500	
TMP Promotional and Administrative Costs	49,740	49,000

[2] **Assuming that the remainder 50% of residents already get transit benefits from their employer.**

Attachment #4 – Open Space Maintenance

Based on the City's standard maintenance polices for City parks it is projected that the maintenance for this type of park will be $30,000 per acre/year, which equates to $9,000/year for maintenance and operation of the 13,000 square foot park.

Maintenance and operational standards in this cost estimate include:

Irrigation
Weekly mowing and trimming
Edging as needed
Seasonal landscape plantings (seasonal color)
Mulching
Turf management (including soil nutriments, weeding, seeding/sod, fertilizing)
General hardscape maintenance as needed
Pedestrian level lighting repairs/replacement as needed
Repairs and maintenance related to "normal wear and tear"

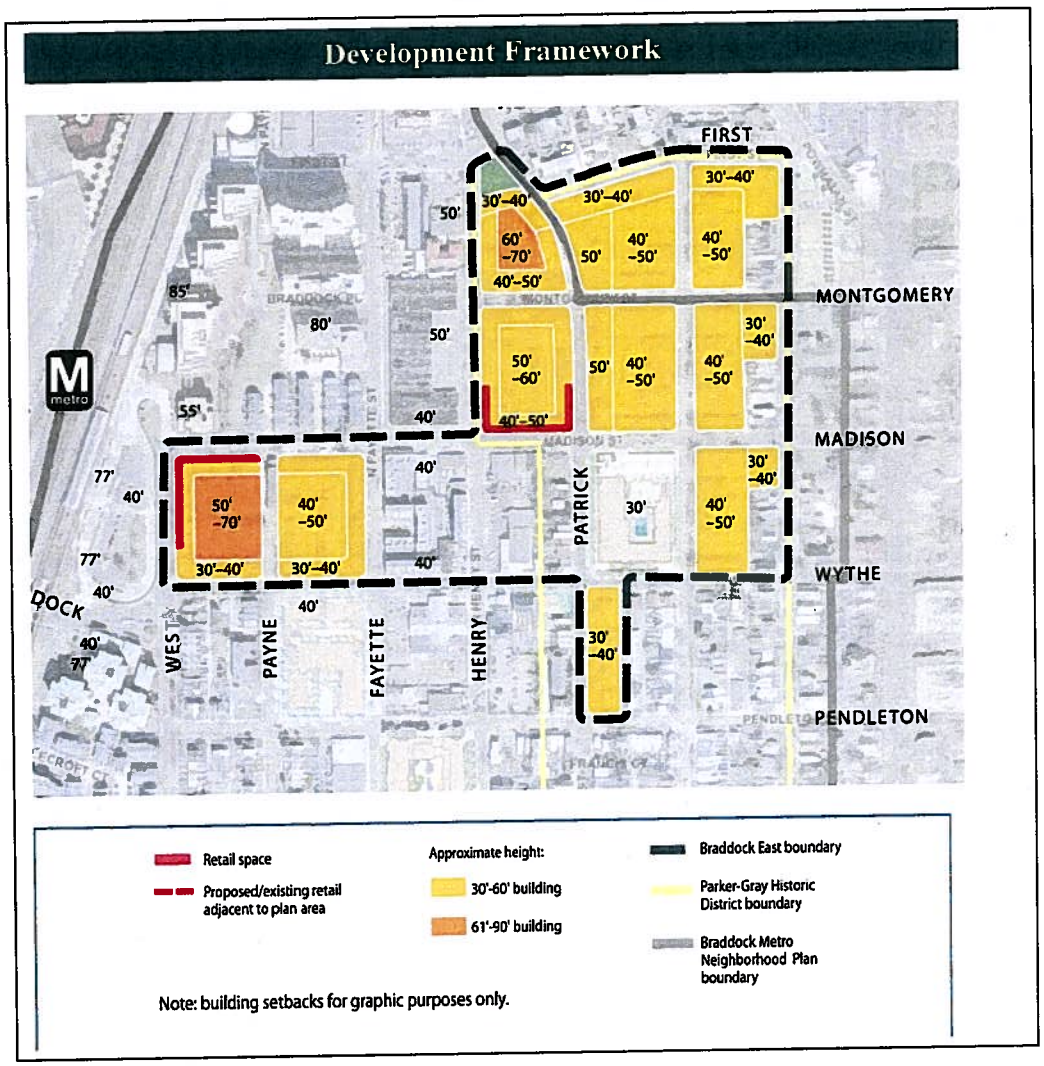
Land Use

A mix of public housing and market-rate housing and, where possible an element of affordable and/or workforce housing is recommended. The precise ratio for this mix should be determined through the development planning process, as it will be influenced by the funding available at that time.

Ground floor retail uses are recommended to contribute to the walkability and security of key walking streets in the neighborhood. A grocery store is identified as a potential use for the Samuel Madden blocks. The retail uses should be neighborhood serving and should meet the needs of the whole community.

Office use is recommended as a potential use for the western half of Adkins and the northern Samuel Madden block in order to help balance the overall mix of residential and retail uses within the plan area. A hotel use is recommended for the West Street frontage, opposite the Metro station, which includes the land currently occupied by privately owned single-family properties.

The provision of improved community facilities/supportive services as part of any redevelopment plan is encouraged. The location and programming of such facilities will be determined by an analysis of resident needs and should complement the Recreation Center program.



*Except that one multi-family building may be increased to 60 feet in the northern multi-family block adjacent to Patrick Street.

SITE DESIGN GOALS

Appropriate building scale and massing is important to character in the Braddock area and was the primary focus of the Community Design Charrette held during this planning process.

City Staff and consultants combined the results of the charrette into a composite plan that best represented the collective ideas of the group. This was then further refined to reflect more closely the over-arching themes emanating from the charrette, the BMNP urban design guidelines and other City design criteria and planning objectives. The resultant designs goals for each public housing site are described below

James Bland

This site lies within the Parker Gray Historic District and it is bounded on three sides primarily by two to two and a half story historic townhomes. Its fourth side abuts Patrick Street, which forms part of US Route 1. To the south is the proposed Charles Houston recreation center.

View of James Bland from Alfred Street

The proposed redevelopment plan described on page 24 depicts townhomes of a scale that complements the surrounding neighborhood to the north and east, increasing in scale to the west, with four-story multi-family buildings fronting US Route 1.

To reflect the current development proposals, this Plan recommends heights of 30-40 feet along First Street and Columbus Street, rising to 40-50 feet toward the center of the site and up to 50 feet along Patrick Street. *

Open space has been planned to contribute to the urban character of the area as well as provide recreation space for residents. Because of the size of the redevelopment area of James Bland, the Plan recommends open space on each block and a minimum of one centralized and consolidated public open space.

This Plan also recommends that Alfred Street be added to the list of "walking streets" established in the BMNP. On these "walking streets", priority is given to the pedestrian and measures are recommended to improve the quality and security of the walking environment, such as deeper front yards, porches and bay windows.

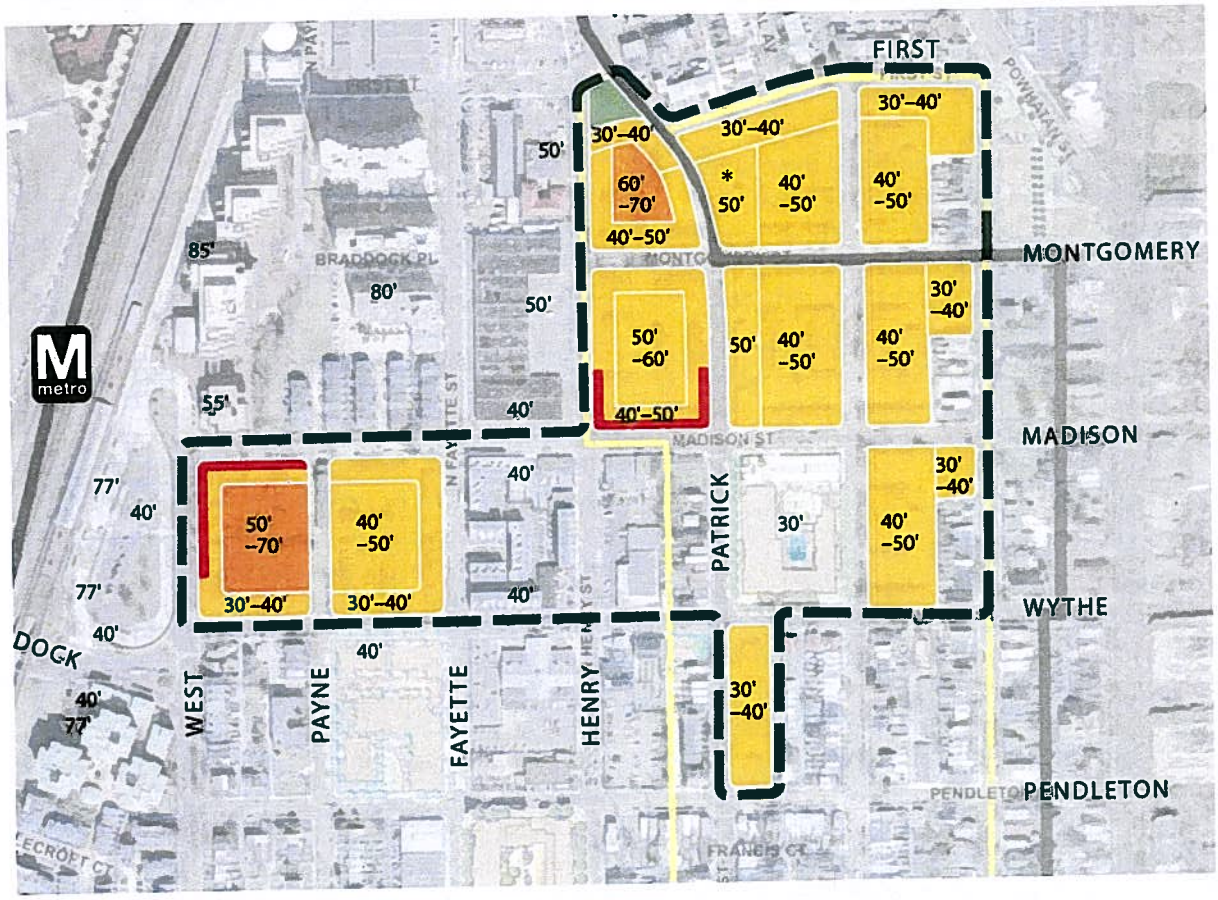
Samuel Madden

Although this site is on the edge of the Historic District, its primary context is provided by Patrick Street to the east and Henry Street to the west, both of which are one-way legs of US Route 1. These streets meet at the northern apex of the site. To the east is the proposed four-story multi-family element of the James Bland redevelopment. To the west are proposed commercial buildings, with 50 feet height limits to the south. Smaller scale

Samuel Madden

*Except that one mutli-family building may be increased to 60 feet in the northern multi-family block adjacent to Patrick Street.

Development Framework



*Except that one multi-family building may be increased to 60 feet in the northern multi-family block adjacent to Patrick Street.

p. ~~46~~

Table 5: DEVELOPMENT FRAMEWORK

Site	EXISTING PARCEL							PROPOSED DEVELOPMENT			
	Net Parcel Area		Existing Develop-ment	Existing Housing Units	Current Allowable FAR	Current Allowable Height	Current Allowable Development	Max. Total Develop-ment	Approx. Range of Housing Units	Max. FAR	Max. Height
	sf	acres	sf			feet	sf	sf			feet
James Bland	370,000	8.49	200,000	194	0.75	45	277,500	647,500	400	1.75	50*
Andrew Adkins	196,000	4.50[1]	148,000	90	0.75	45	147,000	332,500	200-250	2.50	70 west of Payne St. 50 east of Payne St.
Samuel Madden	150,000	3.44	64,000	66	0.75	45	112,500	300,000	165-225	2.00	70
Ramsey Homes	31,000	0.71	14,000	15	0.75	45	23,250	21,000	15-30	1.40	45
TOTAL	747,000	17.14	426,000	365			560,250	1,301,000	780-905		

(1) Includes privately owned single family homes between Adkins and West Street

IMPLICATIONS FOR THE FUTURE OF BRADDOCK EAST

Taking into account the recommended height limitations, open space requirements and other design considerations, the resulting densities, expressed as a Floor Space Ratio (FAR), are up to 1.75 on James Bland, up to 2.5 on the Adkins site, up to 2.0 on the Madden site and up to 1.5 on Ramsey. This is generally consistent with the density recommendations in the BMNP for the key redevelopment sites at the Metro (FAR 3.0) and Northern Gateway (FAR 2.5).

These FARs are the maximum that is likely to be supportable on these sites. The ranges identified in Table 5 are indicative of the wide variety of potential scenarios that could be viable on these sites.

In the event that density considerations and market conditions at the time of redevelopment indicate that it is unlikely that all of the public housing can be relocated on the sites within the Plan area then, under Resolution 830, it will be necessary to replace some of the public housing units elsewhere in the City.

The retention of existing public housing in the Braddock East area will be contingent upon:

- constraints on the overall density and height on each individual site;
- open space, parking and urban design requirements;
- the market conditions that prevail at the time of redevelopment;
- the public funding available at the time of redevelopment ; and
- the availability of secured sites elsewhere in the City to accommodate the replacement units.

This has been demonstrated by both the Chatham Square and James Bland redevelopments. Approximately one-third to one-half of the existing public housing units on these sites were/are to be relocated off-sited. This is due to constraints on the development of these sites, such as the need for open space, the limitation on heights and the need for compatibility with adjacent neighborhoods, as well as the available funding and market conditions, which are different in each case.

*Except that one multi-family building may be increased to 60 feet in the northern multi-family block adjacent to Patrick Street.

Recommendation 7: A variety of open spaces should be provided to meet the needs of the residents of the new mixed-income communities. These open spaces should complement the programmed activities at the new Charles Houston Recreation Center.

Recommendation 8: The exterior facades of public and/or affordable housing in the new development should be designed to be indistinguishable from the market rate housing.

Recommendation 9: The public housing units should be integrated throughout the new development, and not concentrated in any one location.

Recommendation 10: The following recommendations relate to the design goals for the **James Bland site:**

Recommendation 10A: A shoulder of 30-40 feet is recommended along First Street and Columbus Street, rising to 40-50 feet toward the center of the site and up to 50 feet along Patrick Street.*

Recommendation 10B: Open space should be located on each block and there should be a minimum of one centralized and consolidated public open space.

Recommendation 10C: Alfred Street should be added to the list of "walking streets" established in the BMNP, where priority is given to the pedestrian.

Recommendation 11: The following recommendations relate to the design goals for the **Samuel Madden site:**

- Recommendation 11A: An open space/focal point is recommended at the apex of Samuel Madden at First Street. This should be designed as an attractive entrance at this gateway to the City and as a transition with the surrounding neighborhood.
- Recommendation 11B: The northern portion of any future building should highlight this gateway location with a memorable form, shape and/or materials.
- Recommendation 11C: Building heights up to 60-70 feet are recommended for the northern block of Samuel Madden, with 30-40 foot shoulders. Particular attention should be given to the relationship with existing residential townhomes to the northeast. There should be variation in building height across the block to mitigate the massing effect of the new structure.
- Recommendation 11D: Building heights up to 50-60 feet are recommended for the southern block of Samuel Madden, with 40-50 foot shoulders.
- Recommendation 11E: Any retail edges along sidewalks should be transparent, include entrances, and otherwise contribute to the pedestrian realm.

Recommendation 12: The following recommendations relate to the design goals for the **Andrew Adkins** site:

- Recommendation 12A: Building heights up to 70 feet with 30-foot shoulders are recommended along the "walking streets" of Wythe, West and Madison. There should be variation in building height across the block to mitigate the massing effect of the new structure and retain existing views where possible.
- Recommendation 12B: The continuation of Payne Street axis through the Andrew Adkins site is recommended to reconnect the street grid and reflect the scale and character of the surrounding blocks.

Recommendation 12C: Building heights of up to 50-70 feet with a 30-40 feet shoulder

*Except that one multi-family building may be increased to 60 feet in the northern multi-family block adjacent to Patrick Street.

MPA # 2011-0008

APPLICATION

[X] Master Plan Amendment MPA # _____
[ ] Zoning Map Amendment REZ # _____

PROPERTY LOCATION: 998 N. Alfred St.

APPLICANT

Name: Alexandria Redevelopment and Housing Authority & GPB Associates, LLC c/o EYA
Address: 600 N. Fairfax Street / 4800 Hampden Lane, Suite 300
Alexandria, VA 22314 / Bethesda, MD 20814

PROPERTY OWNER:

Name: Alexandria Redevelopment and Housing Authority
Address: 600 N. Fairfax Street, Alexandria, VA 22314

Interest in property:

[X] Owner [ ] Contract Purchaser

[X] Developer [ ] Lessee [ ] Other _____

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

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

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

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

Kenneth W. Wire, Esq. — Print Name of Applicant or Agent
Signature

McGuireWoods LLP
1750 Tysons Blvd., Suite 1800 — Mailing/Street Address
(703) 712-5362 Telephone # (703) 712-5222 Fax #

Tysons Corner, VA 22102 — City and State Zip Code
September 12, 2011 — Date

DO NOT WRITE IN THIS SPACE – OFFICE USE ONLY

Application Received: _____ Fee Paid: $ _____
Legal advertisement: _____
ACTION – PLANNING COMMISSION _____ ACTION – CITY COUNCIL: _____

MPA # 2011-0008
REZ # _____

SUBJECT PROPERTY

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

Address Tax Map – Block Lot	Land Use Existing – Proposed		Master Plan Designation Existing – Proposing		Zoning Designation Existing – Proposing		Frontage (ft.) Land Area (acres)
1. 064.02-10-31.02	Multifamily residential	Townhouse, and multi-family residential	CDD	CDD	CDD	CDD	91,697 SF
2.							
3.							
4.							

PROPERTY OWNERSHIP

[ ] Individual Owner [x] Corporation or Partnership Owner

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

1. Name: Alexandria Redevelopment and Housing Authority Extent of Interest: 100%
   Address: 600 N. Fairfax Street, Alexandria, VA 22314
2. Name: _____ Extent of Interest: _____
   Address: _____
3. Name: _____ Extent of Interest: _____
   Address: _____
4. Name: _____ Extent of Interest: _____
   Address: _____

MPA # 2011-0008
REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

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

The applicant requests an amendment to the Braddock East Master Plan to permit an increase in building height for Building 37 from 50 feet to 60 feet. This increase in building height will enable the applicant to construct three multifamily buildings on Block F, as opposed to the two buildings in the original approval. The two buildings at the northern and southern end of the Patrick Street frontage will have 16 ARHA units each for a total of 32 ARHA units and the single market rate building will contain 30 market rate units. This ratio of market to units is consistent with the Master Plan.

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

N/A

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

N/A

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

N/A

MPA #2011-0008

Owner and Disclosure Statement

GPB Associates LLC

Name	Address	Percent of Ownership
GP Member LLC	4800 Hampden Lane, Suite 300 Bethesda, MD 20814	100% of GPB Associates LLC

GP Member LLC

Name	Address	Percent of Ownership
EYA GP Investments LLC	4800 Hampden Lane, Suite 300 Bethesda, MD 20814	12.5% of GP Member LLC
JBG/Glebe Park Member, L.L.C.		87.5% of GP Member LLC

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APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2011-0006

[must use black ink or type]

PROPERTY LOCATION: 998 North Alfred Street

TAX MAP REFERENCE: 054.02-10-01, 054.02-10-02 **ZONE:** CDD-16

APPLICANT'S NAME: Alexandria Redevelopment and Housing Authority & GPB Associates, LLC

ADDRESS: ARHA, 600 N. Fairfax Street, Alexandria, Virginia 22314
c/o EYA, 4800 Hampden Lane, Suite 300, Bethesda, Maryland 20814

PROPERTY OWNER NAME: Alexandria Redevelopment and Housing Authority

ADDRESS: 600 N. Fairfax Street, Alexandria, Virginia 22314

REQUEST: Amendment to construct three multifamily buildings on Block F and to increase the height of building #37 from 48 feet to 60 feet.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Kenneth W. Wire, Esquire, Agent
Print Name of Applicant or Agent

Signature

McGuireWoods LLP
Mailing Address
1750 Tysons Boulevard, Suite 1800
Tysons Corner, VA
City and State

(703) 712-5362
Telephone #

(703) 712-5222
Fax #

22102
Zip Code

September 12, 2011
Date

DO NOT WRITE IN THIS SPACE – OFFICE USE ONLY

Application Received: _____ Date and Fee Paid: _____ $ _____

ACTION – PLANNING COMMISSION: _____ ACTION – CITY COUNCIL: _____

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2011-0022 **Project Name:** James Bland

PROPERTY LOCATION: 998 North Alfred Street

TAX MAP REFERENCE: 054.02-10-01, 054.02-10-02 **ZONE:** CDD 16

APPLICANT:

Name: Alexandria Redevelopment and Housing Authority / GPB Associates, LLC c/o EYA

Address: 600 N. Fairfax Street, Alexandria, VA 22314 / 4800 Hampden Lane, Suite 300, Bethesda, MD 20814

PROPERTY OWNER:

Name: Alexandria Redevelopment and Housing Authority

Address: 600 N. Fairfax Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL Amendment to DSUP 2011-0003 to construct three multifamily buildings along the North Patrick Street frontage in Phase and to increase the height of building #37 from 48 feet to 60 feet.

MODIFICATIONS REQUESTED N/A

SUPs REQUESTED N/A

☑ **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

☑ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☑ **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Kenneth W. Wire, Esquire, Agent
Print Name of Applicant or Agent

Signature

McGuireWoods LLP, 1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

(703) 712-5362 Telephone # (703) 712-5222 Fax #

Tysons Corner, VA 22102
City and State Zip Code

kwire@mcguirewoods.com
Email address

September 12, 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: _____

Development SUP # 2011-0022

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 [X] 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.

See attached ownership and disclosure sheet.

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.

DSP# 2011-002

Owner and Disclosure Statement

GPB Associates LLC

Name	Address	Percent of Ownership
GP Member LLC	4800 Hampden Lane, Suite 300 Bethesda, MD 20814	100% of GPB Associates LLC

GP Member LLC

Name	Address	Percent of Ownership
EYA GP Investments LLC	4800 Hampden Lane, Suite 300 Bethesda, MD 20814	12.5% of GP Member LLC
JBG/Glebe Park Member, L.L.C.		87.5% of GP Member LLC

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Development SUP # 2011-0022

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

The applicant requests an amendment to DSUP 2011-0003 to permit the construction of three multifamily buildings on Block F, as opposed to the two buildings as shown in the original approval. The two buildings at the northern and southern end of the Patrick Street frontage will have 16 ARHA units each for a total of 32 ARHA units and the single market rate building will contain 30 market rate units. The applicant also request an increase in building height for Building 37 from 48 to 60 feet. This increase in building height will enable the applicant to maintain the approximate ratio of market and ARHA units.

Development SUP # 2011-0022

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

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

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

Day	Hours	Day	Hours
N/A			

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

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

B. How will the noise from patrons be controlled?
N/A

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

Development SUP # 2011-0022

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

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

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

C. How often will trash be collected?
N/A

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

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:
N/A

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:
N/A

Development SUP # _____

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

N/A

ALCOHOL SALES

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

[ ] **Yes.** [ ] **No.**

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

N/A

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?

N/A

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

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

Development SUP # 2011 - 0022

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?
N/A

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? N/A

B. How many loading spaces are available for the use? N/A

C. Where are off-street loading facilities located? N/A

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

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

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?*
N/A

RESOLUTION NO. MPA 2011-0008

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

WHEREAS, an application for amendment to the Braddock East Master Plan chapter of the 1992 Master Plan was filed with the Department of Planning and Zoning on September 12, 2011 for changes in the building height designations to the block at 998 North Alfred Street; and

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

WHEREAS, a duly advertised public hearing on the proposed amendments was held on December 6, 2011 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Braddock East section of the City; and

2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Braddock East Master Plan chapter of the 1992 Master Plan; and

3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the Braddock East Master Plan area; and

4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the Braddock East Master Plan chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

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

1. The following amendments are hereby adopted in its entirety as an amendment to the Braddock East Master Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

    - The building height designation shown on the Development Framework map on pages 5 and 46 is changed to show a height of 60 feet for the area to be occupied by the market rate multi-family building in block "F" of the James Bland Redevelopment;
    - Table #5 on page 47 requires a change from 50 feet to 60 feet.
    - Additionally, two references to a 50 foot height designation along N. Patrick Street will need to be adjusted to reflect the height change to 60 feet:

        The first reference is on page 42 under the site design goals for James Bland which states:

        To reflect the current development proposals, this Plan recommends heights of 30 – 40 feet along First Street and Columbus Street, rising to 40-50 feet toward the center of the site and up to 50 feet along Patrick Street.

        The other text reference occurs on page 58, Recommendation 10A:

        A shoulder of 30-40 feet is recommended along First Street and Columbus Street, rising to 40-50 feet toward the center of the site and up to 50 feet along Patrick Street.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 6th day of December, 2011.

_____

John Komoroske, Chairman
Alexandria Planning Commission

ATTEST:

_____

Faroll Hamer, Secretary

MPA #2011-0008
CDD # 2011-0006
DSUP # 2011-0022
Docket Item No. 8A-C

Julie Fuerth

From: Kendra Jacobs
Sent: Tuesday, December 06, 2011 3:15 PM
To: Julie Fuerth
Subject: FW: Docket 8A-C EYA SUP for the James Bland Redevelopment Block F, Phase 5

From: Barbara Carter
Sent: Tuesday, December 06, 2011 3:12 PM
To: Kendra Jacobs
Cc: Faroll Hamer
Subject: FW: Docket 8A-C EYA SUP for the James Bland Redevelopment Block F, Phase 5

From: HOA BraddockLofts [mailto:braddockloftshoa@gmail.com]
Sent: Tuesday, December 06, 2011 3:05 PM
To: hsdunn@ipbtax.com; komorosj@nasd.com; jlr@cpma.com; erwagner@comcast.net; jjennings@casact.org; Donna.Fossum@verizon.net; mslyman@verizon.net; William Euille; Paul Smedberg; Kerry Donley; Roy Priest; council@krupicka.com; Rob Krupicka; rob@krupicka.com; Faroll Hamer
Cc: 731 N Fayette; Henry712, LandgroverE; Madison1122, Zellers; Michelle Saylor; 716 N Henry
Subject: Docket 8A-C EYA SUP for the James Bland Redevelopment Block F, Phase 5

December 6, 2011
Planning Commission
Docket 8A-C EYA SUP for the James Bland Redevelopment Block F, Phase 5
Statement from Salena Zellers and Michelle Saylor, Braddock Lofts Homeowners Association

We cannot stress enough how many hours we all spent working on our neighborhood planning in the past 8 years and you all know better than I, how many tax dollars the City of Alexandria spent on the Braddock neighborhood planning. But our intent is not to lecture you all about how hard we worked on our neighborhood Plan or how disappointed we are and will be when the Plan is not respected.

What we ask that you do is refresh your memories about where the Bland Project started and where it is today and what is recommended for successful Mixed Income Communities. Not only have 14 market rate homes been removed from the project since its inception, but the two blocks of multifamily homes on Patrick Street are now *no more* "Mixed Income Housing" as Adkins, the Braddock Lofts and Samuel Madden would be considered as a group.

We understand the difficulty in building and financing this five block project, however, the current design of the two blocks of multifamily homes is promoting segregation which is actually stated in the SUP:

> "there are benefits to ARHA, as it means that they can maintain their own structures separately from the condominium association."

These segregated structures being directly across the street from Samuel Madden will exacerbate problems caused by the differential in income levels on the properties. Staff expressed its concern about this segregated design in their comments to the initial SUP in 2008 when the multifamily homes had all of the ARHA units on the bottom two floors and the Market Rate homes on the top two floors:

> "Staff is recommending that the applicant evaluate the possibility of better vertical integration of the public housing and market rate units within the multi-family building."

Please take the time to visualize two the two blocks of multifamily homes facing Patrick Street. Each of the Market Rate multifamily buildings are sandwiched between two ARHA multifamily buildings and directly across the street from ARHA's Samuel Madden site. This design places each of the Market Rate buildings smack dab in the middle of a public housing project. Does anyone really believe this is the right thing to do?

The marketability of a mixed-income development is driven by one central question: "Will people want to live here?"

As members of the Planning Commission and The Planning and Zoning Team, I am sure you are familiar with the vast number of references related to successful Mixed Income Communities. As community members working hard on the Braddock Plan, we all researched, studied and analyzed many of these documents to understand the benefits that mixed income housing would have on our community.

HUD publications stress that there are several factors impacting marketability, including "the condition of the neighborhood *and* reputation of the area."

The consultants the City hired to help us with the Braddock Road Metro Neighborhood plan stated that "Too much housing of any one type could affect the desirability and marketability of the other housing types within the development."

Our National research on mixed income housing development documents that "developers who choose to mix income groups try to avoid the mistake of overloading a project with low-income households and jeopardizing the marketability of higher priced units"

Please consider the problems this configuration will cause with marketability of the multifamily homes and *especially* long term sustainability once the ARHA units are fully occupied. We fear that after the initial homes are purchased and the owners move in, that after some time many of them will pack up and leave. Then the question becomes: Are the multifamily buildings marketable after all of the ARHA units are occupied?

I understand the position that the developers are in and I don't have a solution. However, I absolutely want to make the point that the configuration of these two blocks does not constitute Mixed-Income housing and we do not want this type of redevelopment of the other ARHA sites as we move forward.

In the mean time, let me finish with this quote from HUD's 1997 publication *Mixed Income Housing: Factors for Success*:

> "The crime rate will fall because the higher income households will demand a stricter and better enforced set of ground rules for the community."

As you all and the rest of our City representatives will notice, we at the Braddock Lofts are tired of being patient and uncomplaining so we have taken this on as our mantra. We will demand a stricter and better enforced set of ground rules for our community. Thank you and we look forward to future dialogues with each of you.