



**Docket Item #12 B-C**  
**Braddock Gateway – Phase II**  
**Development Special Use Permit #2012-0004**  
**Street Name Case #2012-0001**

<u>Application</u>	<u>General Data</u>	
<b>Project</b> Braddock Gateway – Phase II Landbays II & VI	PC Hearing:	June 5, 2012
	CC Hearing:	June 16, 2012
	If approved, DSUP Expiration:	June 16, 2015
	CDD Expiration	December 31, 2027
<b>Location:</b> 1050, 1100, 1200A N. Fayette Street	Parcel Acreage: Landbay II Landbay VI	32,887 sq ft 28,719 sq ft
	Zone:	Existing: CDD #15
<b>Applicant:</b> Jaguar Development LC, Represented by Mary Catherine Gibbs, Hart, Calley, Gibbs & Karp. LC	Proposed Use:	Mixed Use (residential and retail)
	Gross Floor Area:	Retail: 5,200 sq ft Residential: 177,923 sq ft Total: 183,123 sq ft
	Dwelling Units:	185 studio, one and two bedroom units
	Small Area Plan:	Braddock Metro Neighborhood Plan
	Green Building:	Compliance with the City's Green Building Policy - LEED Certification

**Purpose of Application:**

A request for approval of a Development Special Use Permit for the redevelopment of an existing warehouse facility and large parking lot into a mixed use residential/retail development with 2/3 acre park. The project requires the approval of the following applications:

1. Development Special Use Permit (DSUP) with site plan and subdivision pursuant to Coordinated Development District (CDD) #15,
2. Street Name Application.

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:**

Patricia Escher, AICP, Principal Planner [patricia.escher@alexandriava.gov](mailto:patricia.escher@alexandriava.gov)  
 Colleen Willger, AICP, LEED BD+C, Urban Planner III [colleen.willger@alexandriava.gov](mailto:colleen.willger@alexandriava.gov).  
 Faroll Hamer, Director, Planning and Zoning; Gwen Wright, Chief, P&Z Development; Tom Canfield, City Architect; Jon Frederick, Housing Analysis, Office of Housing; Matt Melkerson, Plan Review Engineer, T&ES; Megan Cummings, Transportation Demand Mgmt. Manager, T&ES; Satya Singh, Civil Engineer IV, T&ES

DSUP #2012-0004  
Street Name #2012-0001  
Braddock Gateway CDD #15 - Phase II  
Landbays II & VI



**DSUP# 2012-0004**  
**SUB# 2012-0002**  
**CDD CONCEPT PLAN# 2012-0002**  
**STREET NAME CASE# 2012-0001**

**6/5/2012**



## **I. SUMMARY**

### **A. *Recommendation***

Staff recommends approval of DSUP #2012-0004 – Braddock Gateway, Phase II, subject to compliance with the applicable City codes, ordinances, adopted Plans and policies and staff's recommendations. The proposal provides a number of public benefits for the City and the surrounding community including:

- The proposed redevelopment would replace a warehouse facility and an expansive surface parking lot with an architecturally distinctive art deco style building of superior quality,
- The building will include a mixture of residential dwelling units types and approximately 5,200 sq ft of neighborhood serving retail;
- The improvements to the property will include the creation of a 2/3 acre publicly accessible park for passive recreational uses;
- The approval of the Development Special Use Permit will require the applicant/owner to provide monetary contributions to the City's Affordable Housing Trust Fund, and the Braddock Metro Neighborhood Open Space and Community Amenity Funds;
- The redevelopment will enhance the existing streetscape with new wide sidewalks and street trees; and
- All of the required residential and visitor parking spaces will be located in an underground parking structure.

### **B. *Significant Issues Associated with this Project***

The applicant, Jaguar Development LC, requests an approval of a Development Special Use Permit (DSUP) for the second phase of the Braddock Gateway Coordinated Development District #15 (CDD #15) consisting of the construction of the second mixed-use building and the centrally located, privately maintained, publicly accessible park. The proposed development will provide the City with numerous public benefits as noted above. Some of the following topics that will be discussed in more detail within this report are:

- Compliance with Braddock Metro Neighborhood Plan;
- Central Open Space/Park
- Building Architecture and Design;
- Parking;
- Monetary Contributions to the Affordable Housing Trust Fund and the Braddock Implementation Funds;
- Stormwater Management; and
- Suggested Street Names for a Small Portion of a Public Street.

## **II. BACKGROUND**

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

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

The site for this DSUP application for the mixed use building and the central park is located just north of the Yates Property between North Fayette and Payne Streets. The Extra Space Storage facility is positioned to the east, the Metro tracks are situated to the west and the Enterprise Inc. car storage facility is located to the north. The parcels contain a single story warehouse structure and a large expanse of surface parking.

### **B. *Development Approval Process***

In the fall of 2011, the City Council approved the first Development Special Use Permit (DSUP #2011-0002) for the initial phase of the proposed redevelopment of this underutilized site. Along with the Development Special Use Permit approval, the applicant submitted two separate amendments to the Coordinated Development District #15 zoning requirements. (CDD #2011-0002 & CDD #2011-0003) Some of the first CDD amendments were fairly substantive in nature such as requesting a reduced parking ratio of 0.9 spaces per unit due to the site's close proximity the Braddock Metro Station, adjusting the commencement period for implementation of the Consumer Price Index (CPI) escalation for the monetary contribution to the City's housing fund and an adjustment to the original CDD phasing plan, while the second group of amendments were more technical in nature.

## **III. PROJECT DESCRIPTION**

The DSUP #2012-0004 application is a request to construct a 177,923 square foot building that will be approximately 140 feet tall with a total of 185 dwelling units. The proposed dwelling unit type will consist of a mixture of studios, one and two bedroom units. The roof top level will include recreational amenities for the residents such an outdoor pool, patios and an enclosed clubhouse with an expansive view of Potomac Yards and the Washington, D.C. area. The ground floor of the building will contain approximately 5,200 sq ft of ground floor retail located adjacent to the central park, a lobby and additional residential amenity space. The proposed architecture will be reminiscent of the art deco style of the early 20<sup>th</sup> century with its linear symmetry, use of glass, metal, masonry, exterior ornamentation and color variations.

In addition to the multi-family residential building, the DSUP request is for the construction of passive recreational park containing approximately 2/3 of an acre of land. It is envisioned that the park will be a central gathering place for the neighborhood and during different times of the year the residents could restrict vehicular access onto the private streets in order to provide a larger area for such outdoor events such as a farmers market.



Note: This model was prepared during the 2008 CDD review process. The DSUP for the Phase 1 building included approval of minor architectural revisions to what is seen in this model. The proposed DSUP for the Phase 2 building also includes minor architectural revisions to the building and includes more detailed landscape design for the 2/3 acre publicly accessible park.

#### IV. ZONING

Property Address:	1050, 1100, 1200a N. Fayette Street*	
Total Site Area:	61,606 sq ft (Landbays II & VI)	
Zone District:	CDD #15	
Current Use:	Church within Warehouse Style Building/Parking Lot	
Proposed Use:	Mixed Use – Residential and Retail	
	Permitted/Required	Proposed
Gross Floor Area:	165,200***	183,123

Height:	144'	139.5'
Setbacks:	NA	NA
Open Space:		
Roof Top:	NA	6,616 sq ft
Building Site:	12,000 sq ft	11,970 sq ft
Park:	29,940 sq ft**	29,940 sq ft
Parking:	0.9 spaces per residential unit	0.9 spaces per residential unit
Loading:	NA	1 space

\*The address will be changed with adoption of the new street name.

\*\*This area amount includes a portion of North Fayette Street right-of-way.

\*\*\*Building square footage is transferable within the CDD as long as the maximum of 770,000 square footage is achieved with the final phase of the development.

## V. STAFF ANALYSIS

### A. *Braddock Metro Neighborhood Plan*

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

- Providing neighborhood serving retail;
- Providing a wide brick sidewalk along Fayette Street;
- Providing underground parking;
- Participating in a Transportation Management Plan;
- Contributing to the City's Affordable Housing Trust Fund; and
- Contributing to the Braddock Neighborhood Implementation funds for community amenities and open space improvements.

### B. *Open Space*

#### *Centrally Located Park*

Provision of a large (2/3 acre) park was one of the most important community benefits provided by CDD #15. This significant piece of open space is now being provided with the second phase of development for the CDD. It will be privately owned and maintained, but will be covered by a perpetual public access easement.

The design of the park has been discussed with the community and will be a series of small outdoor "rooms" that can accommodate some different casual activities. The park will be defined with informal boundaries, blending into the adjacent streetscape by maintaining the same ground plane and using integrated materials and design. Having this coordination of design will give a more generous feeling to the space and provide additional area during certain events when vehicular traffic is restricted from entering into the neighborhood park. It is envisioned that there

will be a focal point at either end of the park to create a unique sense of place by recalling the site's history as the location of Mutual Ice Company's manufacturing and railroad distribution plant.

The eastern portion of the park is designed as a more urban style space incorporating hardscape, a seating area and an interpretative element and/or art work. The central "room" will be more interactive with boulders for children to climb on. And finally the western portion of the park is designed to accommodate informal activities in the lawn area as well as potentially staged events underneath the proposed trellis/shade structure.

The materials and design of the park will be of the highest quality; complimenting the adjacent building by potentially mimicking some of the building's art deco elements while also recalling the site's history by the use of interpretive elements. Staff will continue to work with the applicant during the final site plan review process to refine and finalize the park design.

#### ***Open Space Adjacent to the Building***

In addition to the central park, the proposal has an approximately 3,000 square foot open space amenity area in the rear of the building. The space will incorporate some similar design elements as the central green, by providing seating areas, lawn and more interactive rock elements. The design is geometric in nature, will have taller evergreen plantings around the perimeter, which, along with a masonry wall on the Fayette Street frontage, will give the space a sense of enclosure.

#### ***C. Pedestrian/Streetscape Improvements***

The proposed development will provide wide sidewalks with street trees throughout the development. The brick sidewalk along Fayette Street will be a minimum of twenty feet in width to provide an ample opportunity for outside seating adjacent to the proposed retail use. As part of the review process, staff is requesting the applicant provide a cash contribution to the City so that two six foot wide sidewalks along both Payne and Fayette Streets can be extended within the City's right-of way to connect with the first phase of the CDD #15 on First Street, thereby providing a continuous and safe pedestrian access through the site and onto the Metro station. This contribution will be required prior to the release of the final site plan and will enable the City to construct these improvements in coordination with the adjacent property owner, Mr. Yates.

In addition, pursuant to the CDD's Condition #7a (Off-Site Improvements), the applicant/owner is required to install signalized intersection improvements and underground the utilities along the portion of N. Fayette Street that veers to the right and intersects with Route 1. The intersection enhancements include, but are not limited to, a pedestrian activated countdown signal and a

designated crosswalk across Route 1, improving pedestrian safety for the residents living on the east side of Route 1 who want to cross this major transit corridor.

#### ***D. Building Design/Architecture***

The architectural design and character of Braddock Gateway Building 2 was approved according to very specific elevations and perspectives for each of the facades, as submitted with the CDD Concept Plans sealed and/or dated September 28, 2007. While there has been considerable design evolution regarding the development of this project as it is readied for construction, most of this effort has involved the interior layouts of the proposed residential units, as the project's use has responded to changing market dynamics, reflected in a transition from condominium to rental units, and exterior changes involved have generally been limited to ones dictated by unit function, such as, for example, reduction and relocation of some balconies, and changing balconies from a fully projecting design to a partially projected, Juliet type.

The applicant has continued to work with staff throughout this process to produce a finished design which, while it does incorporate some minor adjustments, retains all of the principal design elements that were approved with the CDD Concept Plan. The high-style Art Deco design and detailing remain, as well as the same materials and color scheme, strong vertical expression, architectural details and ornamentation. The strong roof forms, that appeared as embedded tower elements, still anchor a distinctive skyline, with the remainder of the building mass stepping down to the low, three-story shoulders along the two side streets as originally proposed.

This building will directly complement and contrast with the first phase of the project - the more traditional and ornate Second Empire residential building to the south beyond the Yates property. While there have been adjustments in window widths and locations, and even some minor adjustments to the massing, the fundamental building expression and character are unchanged.

#### ***Green Building***

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

***E. Parking***

The second phase of development is proposed to be parked at a 0.9 ratio for each residential dwelling unit. As required by the CDD, the applicant has submitted a parking study demonstrating that the proposed parking ratio of 0.9 spaces per unit is adequate based on parking demand data from comparable residential sites. The 0.9 residential ratio is consistent with the parking ratio that was approved with the first phase of development. Parking is provided within a two story underground parking structure. The entrance to the structure will be at the rear of the building along Payne Street, locating it at the least prominent portion of the building. The applicant has the option, pursuant to the Braddock Metro Neighborhood Plan, to unbundle the parking spaces from the residential units to allow for more flexibility for the residents who do not own a car.

In addition to the residential parking within the parking structure, 15% visitor parking is required per the Braddock Metro Neighborhood Plan. This requirement translates to a total of 26 spaces, which are entirely provided in the parking structure. The 12 required retail parking spaces will be provided on-street. This is consistent with the Braddock Metro Neighborhood Plan, which allows net new on-street parking spaces to be counted towards either retail or residential visitor parking requirements. Approximately 22 new on-street parking spaces will be created with the second phase of development, which will exceed the retail parking requirement of 12 spaces.

***F. Traffic***

The traffic projected to be generated by the second phase of the Braddock Gateway development is consistent with the traffic projections contained within the Braddock Metro Neighborhood Traffic Study, which assumed a total of 729 residential dwelling units would be constructed at full build out of the Braddock Gateway development. To date, 270 residential units have been previously approved with the first phase of development and 185 units are currently proposed. The second phase of development is projected to generate 122 AM peak hour trips and 153 PM peak hour trips.

As part of the second phase of development, infrastructure upgrades to serve the new development will include an improved North Fayette Street streetscape as well as signalization of the intersection of Route 1 & North Fayette Street. The new signalization at Route 1 will give vehicles exiting the Braddock Gateway site an additional signalized location to turn onto Route 1, enhancing the safety of vehicles exiting the development.

***G. Transportation Management Plan***

As part of CDD #15, the applicant has agreed to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). This second phase of development is covered by the TMP SUP approved with CDD #15. The SOV trip reduction goal for the site is 45 percent, which is an achievable goal considering the proximity to the Braddock Street Metrorail Station and connecting transit. To

support such a goal, the applicants have agreed to initial yearly rates of \$80.00 per residential unit and \$0.25 per square foot of retail space.

The TMP will require a coordinator to implement and oversee the TMP program for both the residential and the retail. This position usually becomes a part of the rental management function. Specific elements of plan implementation include a carshare program, discounted bus and rail fare media available to tenants and employees for purchase on-site and distribution and display of transportation options to tenants and employees. Specifics of the TMP for this second phase of the project are outlined in Attachment 2.

Since December 2010 at the direction of Council, the City has begun the process of updating the Transportation Management Plan (TMP) program. The proposed program looks to greater cooperation with adjacent TMPs, makes triggers and fees more equitable, and ties funding of the TMP more closely to the achievement of the single occupancy vehicle (SOV) reduction goal for the site. It is a condition of this development to join the new TMP program when it is established.

As a result of these improvements, there are two important highlights to the Braddock Gateway Phase 2 TMP. In light of the proximity of this development to the Braddock Road Metro Station, Transportation Planning staff believes an initial rate of \$80 per residential unit and \$0.25 per retail square foot will be adequate to achieve the SOV reduction goal of 45% for the development. If at the initial two year review of the TMP the SOV reduction goal is not being met, the City will have the opportunity to raise the TMP rate to meet the SOV reduction goal. Conversely, if the non-SOV goal is consistently met, the amount may be reduced. Tying the rate to the SOV reduction goal encourages effective use of the TMP funding by requiring only the amount of funding needed to reach the SOV goal.

The second change involves the imposition of an administrative fee for non-compliance of TMP reporting by the applicant, or inadequate survey response rate. A \$500 administrative fee will be imposed for failing to submit reports required by the TMP in a timely manner. Since the new TMP model focuses on target goals, it is critical that the applicant provide reports as required by the TMP so that the TMP can be accurately evaluated, reviewed, and adjusted as necessary.

## ***H. Contributions***

### ***Affordable Housing***

As part of the approved CDD zoning for Braddock Gateway, the applicant committed to a voluntary contribution of \$5 million to the Affordable Housing Trust Fund. The approved CDD conditions stipulated that the voluntary contribution would be made in five equal installments of \$1 million payable at the time of the certificate of occupancy for each of the five phases of the development. Originally, all housing trust fund contributions were to be adjusted from the 2008

dollars based on the “U.S. Bureau of Labor Statistic Consumer Price Index for All Urban Consumers, U.S. City Average, Housing Item.” However in recognition of the current economic climate, CDD#15 was amended by the City Council to forgo all CPI adjustments until 2016. Therefore, as part of the Braddock Gateway DSUP for the second phase of the development, the applicant will make a \$1 million voluntary contribution to the City’s Housing Trust Fund payable at the certificate of occupancy.

***Braddock Metro Neighborhood Plan Implementation Funds***

In an effort to have the amenities that were discussed within the Braddock Metro Neighborhood Plan come to fruition, the City adopted the Braddock Metro Neighborhood Plan Implementation Formulas. These adopted formulas contain specific provisions requiring proposed new developments within the Braddock Metro Neighborhood Plan’s boundaries to provide monetary contributions towards two neighborhood funds. One fund is for the acquisition of neighborhood open space and the other fund is for community amenities such as streetscape improvements within the neighborhood.

The owner/applicants of proposed new development projects are responsible for paying into the Open Space Fund and the Communities Amenities Fund based upon the gross square footage of the proposed buildings. The specific rates listed within the adopted recommendations of the Braddock Metro Neighborhood Plan Implementation Formulas are subject to the annual Consumer Price Index escalation with the final dollar amount being calculated by the City’s Office of Management and Budget at the time of the building’s certificate of occupancy. These contribution rates are further refined by the type and timing of a development projects.

Projects that were approved close to or concurrently with the Braddock Metro Neighborhood Plan are considered “catalyst” projects and have the lowest contribution rate in an effort to enable these projects to proceed forward and to provide some amenities to the community that would thereby improve the market condition for subsequent projects. The Braddock Metro Neighborhood Plan indicates that there are three such “catalyst projects” Braddock Gateway, The Madison, and 621 North Payne Street. All other future projects are to be considered either “non-catalyst projects” – new development projects that comply with the existing zone district requirements or “projects with a density bonus” – new development projects that would require a rezoning of the property to accommodate the proposed development. Both of these later project designations have incrementally higher contribution rates for the two neighborhood funds.

During the Braddock Gateway CDD #15 review process, the seven acre site was rezoned with a higher density and taller building heights than were allowed with the existing zone districts of OCM (50) and CRMU-H. If it were not for an additional provision within the implementation formulas, the subsequent phases for Braddock Gateway would be considered “projects with a

density bonus”. The Braddock Metro Neighborhood Implementation Formulas recommended for phased “catalyst projects”, such as the Braddock Gateway CDD #15, a compressed development review and construction schedule in order for the latter phases to maintain their catalyst status. Each subsequent phase to Phase 1 of CDD #15 is required to receive a Certificate of Occupancy within 24 months of the prior phase’s completion to maintain their “catalyst” status.

The Braddock Gateway, Phase 1, DSUP #2011- 0002 application was approved this past fall by City Council and is currently in the final site plan review process. If this second phase of development adheres to the accelerated time frame, the monetary contributions into the two neighborhood funds would be maintained at the lower “catalyst” rate. This financial incentive was put in place to have the Braddock Gateway area transform in a timelier manner than the original time frame of the 20 year validity period set in the CDD #15 zone district standards. If the subsequent phases are not able to meet the accelerated public review and construction schedule, then those phases of the CDD will be considered “projects with a density bonus” and be subject to the higher monetary contributions to the neighborhood funds.

**Braddock Metro Neighborhood Plan Implementation Formulas**

<b>Braddock Gateway Phase II, Block 2</b>			
Building’s Gross Square Footage	177,923 sq ft		
Fund Account		Catalyst Project	Non- Catalyst Project Plus Density Bonus (pertinent if Implementation Policy deadlines are not met)
Open Space		\$0.98	\$6.13
Community Amenities		\$0.42	\$0.74
Total		\$1.40	\$6.87
<b>Potential Contribution Amount**</b>		<b>\$249,092.00</b>	<b>\$1,222,331.00</b>

\*\* The second phase of the development has additional deductions pursuant the adopted recommendations of the Braddock Metro Neighborhood Plan Implementation Formulas and CDD #15 conditions of approval. These deductions include a credit for part of the park construction and a credit for the improvements to the off-site portion of N. Fayette Street.

***Open Space Fund***

Since the second phase includes the 2/3 acre public park, this phase of the development will have a prorated monetary contribution to the open space fund pursuant the adopted Braddock Metro Neighborhood Plan Implementation Formulas. The owner/applicant will be able to deduct half the cost of the park improvements (excluding land costs) from the final monetary contribution, but

this deduction may not to exceed a maximum dollar amount of \$375,000. The actual monetary contribution to the open space fund will be determined as the park moves forward with construction and completion.

***Community Amenity Fund***

During the review of the CDD zone district application, the applicant agreed to an off-site infrastructure improvement of undergrounding utilities along the portion of the road where Fayette Street veers to the right and intersects with Route 1. Pursuant to Condition #15 of the approved CDD, the cost of these improvements will be deducted from the applicant/owner's amenity fund contribution. The applicant will be required to provide documentation prior to the Certificate of Occupancy for the second building in order to receive the prorated contribution amount to the Community Amenity Fund.

***I. Stormwater Management***

Per the requirements of CDD #15 and the Phase I DSUP conditions for the Braddock Gateway Project, a Stormwater Management Master Plan is currently being developed under the Phase I DSUP that will address the stormwater management concerns related to the development of this site. The Braddock Gateway Project consists of a five (5) phase development located in the northeast portion of the City of Alexandria. The stormwater from the entire site is discharged into three outfalls, which are located to the north, west, and south side of the site.(Attachment #1) Currently the final site plan for the Phase I DSUP is under review and the stormwater from this phase will temporarily be discharged into the southern outfall; however, this flow will be diverted towards the west outfall on completion of Phase II construction in accordance to the stormwater master plan, which is to be completed prior to the release of the Phase I site plan. The stormwater flow from Phase II development will be discharged into west outfall as shown on the Preliminary Site Plan in accordance to the Staff Recommendations/Conditions.

***J. Street Names***

As shown in the photograph below, there is a small portion of a City street that will require the adoption of a street name. While this portion of the roadway is sometimes referred to as N. Fayette Street or Douglas Street, this section of street has not been formally named by the City. The chosen street name will also be used for the CDD's private street that surrounds the central park.



While there have been several different street names suggested and vetted by the various City departments, the proposed names were in conflict with existing streets names within the City. The applicant and staff are continuing work to find an appropriate name for this street and will be deferring this portion of the application to a later date.

***K. Subdivision***

As part of this submission, the applicant is reconfiguring the existing lot lines to create five new parcels and the new internal streets in compliance with the CDD Concept Plan. The subdivision plat will be required to be recorded prior to the release of the Final Site Plan for this phase.

## **VI. COMMUNITY OUTREACH**

The applicant has had two meetings, on March 21st and April 18<sup>th</sup>, with the NorthEast Civic Association to discuss the second phase of the development and the park design. On May 9th the applicant held a community meeting at the Charles Houston Recreation Center to discuss the overall proposal. The following associations were notified of this meeting.

- West Old Town Citizens Association
- Paradigm for the Meridian at Braddock Station
- Braddock Place Condominium Association
- Braddock Place Townhouses Association
- Braddock Lofts Homeowners

The overall response of the community has been positive to the development due to the amount of public benefit this project will be providing, the high quality of architectural design of the buildings and the creation of a publicly accessible park in a section of the City that does not have a lot of outdoor community space. There have been some concerns raised by a member of the community that the architectural adjustments that have occurred since the 2008 CDD approval are too substantial in nature. Staff actually believes that the current proposal is very much in line with the original approval and that the architectural design is consistent with the CDD concept plan.

## **VII. CONCLUSION**

In conclusion, staff recommends **approval** of the DSUP #2012 – 0004, subject to compliance with all applicable City codes, standards, policies and the following staff recommended conditions.

**VIII. GRAPHICS:**



THE GATEWAY  
CDD #15, 09.28.07



Braddock Gateway - Landbay II - Building 2  
DSUP 2012 - 0004, 04.16.12

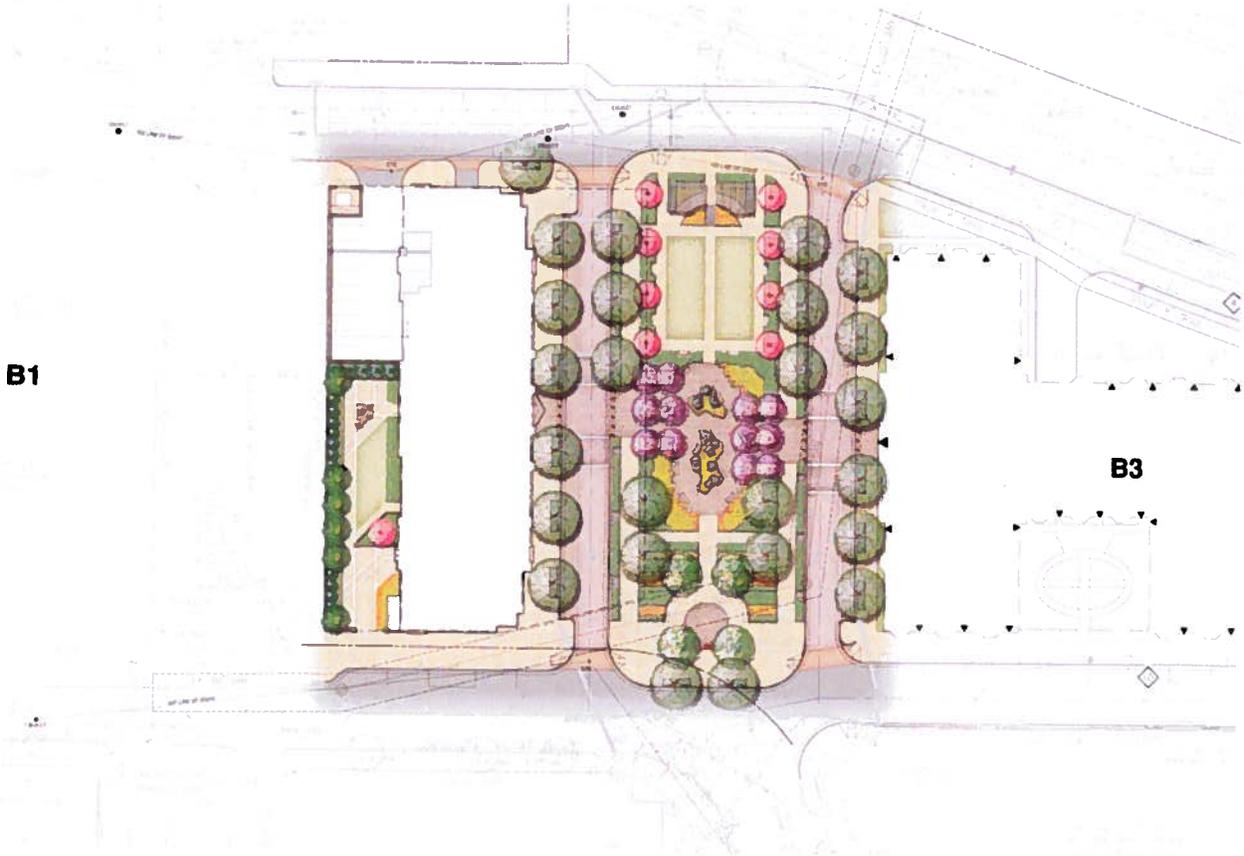
May 9, 2012

PROPOSED ELEVATIONS

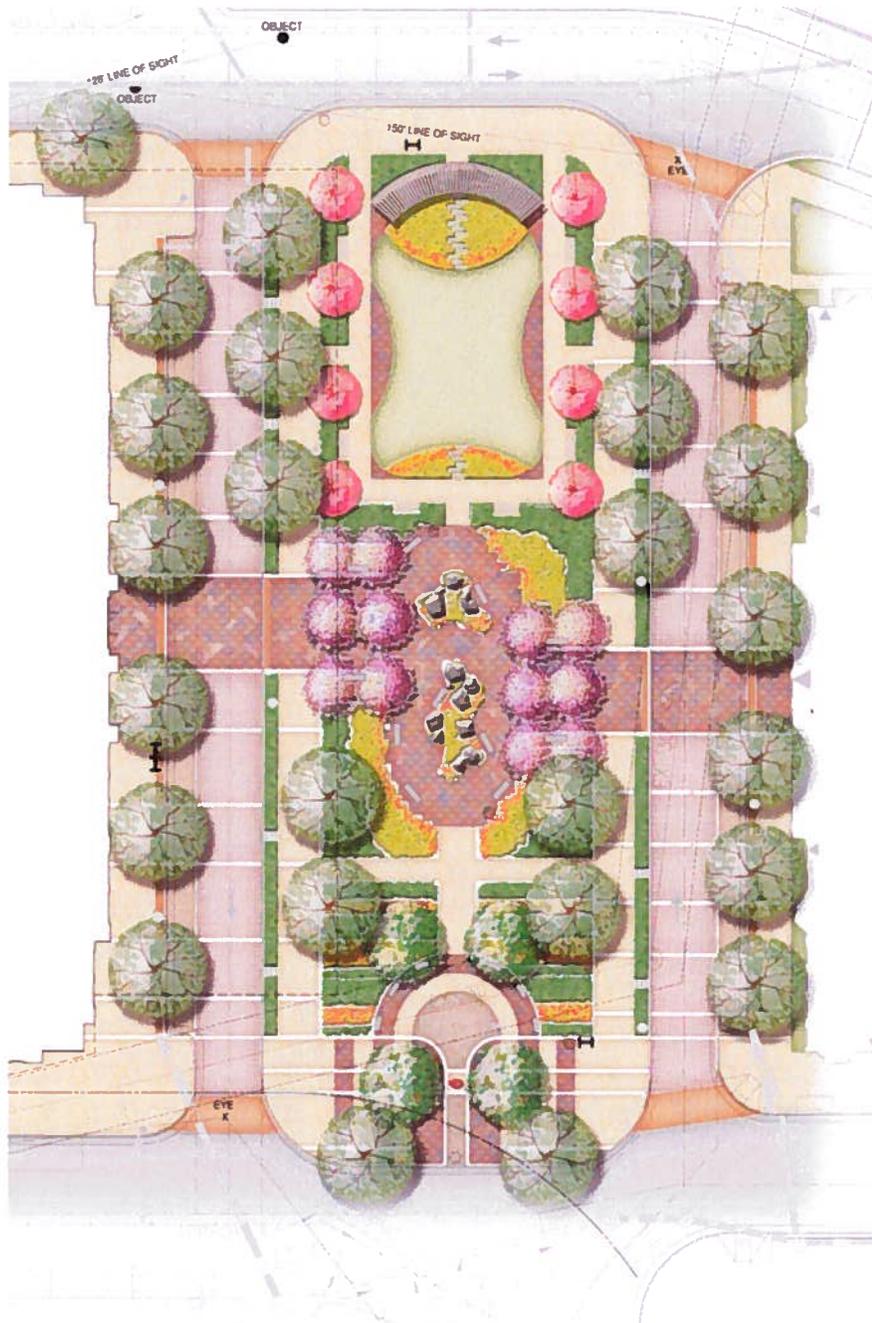
NES

Braddock Gateway - Landbay II - Building 2  
12.002

RUST | ORLING  
ARCHITECTURE



Conceptual Park and Open Space Design



Conceptual Park Design

## **IX. STAFF RECOMMENDATIONS:**

1. The Final Site Plan and building elevations shall be in substantial conformance with the preliminary plans dated April 16, 2012 and shall comply with the following conditions of approval. The design of the central park which will be finalized during the final site plan review.

### ***A. PEDESTRIAN/STREETScape:***

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Install ADA accessible pedestrian crossings serving the site.
  - c. Construct all concrete sidewalks to City standards.
  - d. Sidewalk widths and materials shall comply with the recommendations of the Braddock Neighborhood Plan and the CDD Concept Plan.
  - e. With the second submission of the Final Site Plan review, applicant shall provide the City with a cost estimate for the extension of a six foot sidewalk, curb and gutter along both Payne Street and Fayette Street connecting to the sidewalks of the Phase I of the Braddock Gateway CDD. The sidewalk along Fayette Street shall allow for two curb cuts of up to 16 feet in width to accommodate the existing car detailing facility. (P&Z)
  - f. Fayette Street sidewalk shall be brick. The brick sidewalks shall have a return on to the concrete sidewalks approximately 35 ft. from face of curb, extending around the corner on internal park side streets. See Attachment #3.
  - g. All brick sidewalks shall comply with the City's Memo to Industry 05-08.
  - h. Sidewalks shall be flush across all driveway crossings.
  - i. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - j. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
  - k. Eliminate the curb cut and small parking lot shown on Payne Street for the Phase I visitor parking lot prior the Certificate of Occupancy.
  - l. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.

**B. OPEN SPACE/LANDSCAPING:**

3. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. All sidewalks and driveways constructed above tree wells shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details that verify this requirement.
  - e. Provide an exhibit that verifies the planting in tree wells/trenches, and all planting meets the requirements of the City's *Landscape Guidelines* for growing medium soil volume and depth.
  - f. Provide detail sections showing above and below grade conditions for plantings above a structure.
  - g. Move the garage intake vent in the small park adjacent to the building to a less visually prominent location.
  - h. Provide an interim landscape plan on Landbay 5 where the temporary visitor parking lot was located. Extend the landscape area to the northern most construction limits of N. Payne Street.
  - i. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)
  
4. Provide a site irrigation/water management plan developed, installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
  - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)

5. Develop a palette of site furnishings in consultation with staff prior to the release of the final site plan.
  - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
  - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. (P&Z) (T&ES)
6. The Central Park shall:
  - a. Be designed with the highest quality of materials and
  - b. Be integrated into the adjacent streetscape with similar grades and paving materials;
  - c. Be integrated with the adjacent building design by incorporating some of the building's art deco elements;
  - d. Incorporate historical interpretative and/or art work elements into the design;
  - e. Have a public access easement and be privately maintained, including the small portion that is dedicated as right of way; and
  - f. Be further reviewed and design finalized at the Final Site Plan. (P&Z)
7. The final design of the pool and roof top amenities and materials shall be reviewed and approved by the Director of Planning and Zoning as part of the building permit review. (P&Z)
8. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (P&Z)(T&ES)
9. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.\* (Arch)(P&Z)
10. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Staff to review the scope of installation procedures and processes. (P&Z)
11. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. \*\*\*\*\*(P&Z)

12. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff at completion of construction, and at periods of one year and three years after completion. \*\*\*\*(P&Z)

**C. BUILDING:**

13. Provide the following building refinements to the satisfaction of the Director of P&Z:
  - a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. There shall be a minimum setback of glass from the face of sash of 1/4". If shown with a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied exterior muntins shall also:
    - i. Have a minimum depth/projection of 1/4" and a maximum width of 1".
    - ii. Have a detailed profile that will create a strong shadow pattern;
    - iv. Corresponding interior muntins are encouraged, but not required;
  - b. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8". (P&Z)
  - c. A window sample and manufacturer's cut sheet shall be submitted detailing the dimensions of the window frame and sashes. The window sample shall indicate that all window frames and sashes are metal, with color and finish subject to review and approval by the Director of Planning and Zoning.
  - d. Any ventilation for the retail/commercial use shall be reviewed and approved to the satisfaction of the Director Planning and Zoning.
  - e. Building materials shall consist of brick, metal, and glass, as shown on the preliminary plans. (P&Z)
14. The entrance to the loading area shall require additional detail at final site plan to the satisfaction of the Director of P&Z and T&ES.
15. The final design of the air shaft for the ventilation of the parking structure shall require additional detail at final site plan to the satisfaction of the Director of P&Z.
16. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
  - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. \*
  - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.\*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. \*

- d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to construction of garage footer. \*\*
  - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. \*\*\* (P&Z)
17. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified/Equivalent to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
18. The applicant shall work with the City for reuse or recycling of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials.(T&ES)
19. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
20. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

21. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

**D. RETAIL USES:**

22. All uses not listed within CDD #15 – Second Amendment shall require a public review Special Use Permit. (P&Z)
23. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
  - a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
  - b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.
  - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)

**E. SIGNAGE:**

24. All signage shall be reviewed during the Final Site Plan review process. (P&Z)
25. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z and T&ES.\*
  - a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
  - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
  - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. (Arch)(P&Z) (T&ES)

26. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
  - a. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
27. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)

**F. HOUSING:**

28. Pursuant to Condition 44 of CDD #15, the developer shall make a voluntary affordable housing contribution of \$1,000,000 to the City's Housing Trust Fund. This contribution will be payable at the Certificate of Occupancy. This contribution will be paid proportionally as each floor obtains Certificates of Occupancy (Housing)

**G. PARKING:**

29. The development shall be parked at a ratio of 0.9 spaces per residential unit, plus 15% residential visitor parking. All residential and residential visitor spaces shall be provided within the Landbay II/Landbay VI underground parking structure. (P&Z) (T&ES)
30. Provide 26 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES)
31. The applicant shall provide a parking management plan with the final site plan submission to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
  - a. Each building/Landbay shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
  - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
  - c. Parking rates for the parking within the underground parking garage shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.

- d. Spaces defined as “short-term” parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage.
  - e. As part of the development special use permit the possibility of shared parking will be explored as part of each use and building to determine if the underground garage could be accessible at market rates for other users within the Braddock area.
  - f. In locations where underground garages are proposed, indicate the location and design of ventilation shafts, egress stairs, and dumpster/service areas.
  - g. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
  - h. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed. (P&Z)(T&ES)
32. All on-street parking controls on public streets shall be determined by the City. (P&Z)(T&ES)

**H. TRANSPORTATION MANAGEMENT PLAN:**

33. According to Article XI of the City’s Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #2 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
34. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
35. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office. (T&ES)
36. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the

program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date. (T&ES)

37. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

***I. BUS STOPS AND BUS SHELTERS:***

38. Provide a new bus stop on Fayette Street adjacent to the proposed development. Location, design and any cost implementations will be determined at final site plan. (T&ES)
39. Make bus stop on Fayette Street at street to be named with this application ADA compliant. ADA compliance includes:
  - a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)
40. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
  - a. Located to avoid conflict with vehicles
  - b. Selected from upright branching species
  - c. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist
  - d. Set back from the curb edge where the width of sidewalk and adjacent conditions allow
  - e. Subject to the character of the adjacent area and relevant design guidelines for spacing distance from the curb and species selection.

**J. SITE PLAN:**

41. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
42. Submit the plat of subdivision and all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.\* (P&Z)(T&ES)
43. A copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.\*\* (P&Z)
44. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
  - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas. (P&Z)(T&ES)
45. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.

- h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
  - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
  - l. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
  - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)
46. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
47. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
48. The applicant shall provide more fire hydrants with a closer spacing than the 100'. (Code)

**K. CONSTRUCTION:**

49. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. \* (T&ES)
50. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
  - b. Include the overall schedule for construction and the hauling route;

- c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)(Code)
51. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
  - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)
52. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
53. No major construction staging shall be allowed within the public right-of-way on North Fayette and North Payne Streets. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
54. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
55. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

56. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
57. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(T&ES)
58. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
59. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. \*\*\* (P&Z)
60. Submit a wall check survey prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
61. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. \*\*\* (P&Z)
62. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

63. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

**L. *STORMWATER:***

64. The stormwater detention provided under Phase I in Building I (DSUP #2011-00002) shall be maintained in perpetuity even subsequent to the redirection of stormwater flow from the southern outfall to the western outfall under Phase II. (T&ES)
65. The stormwater flow from the Phase II development shall be discharged into west outfall as shown on the Preliminary Site Plan in accordance to the Stormwater Management Master Plan currently being developed under Phase I DSUP per the requirements of CDD and DSUP Phase I conditions. (T&ES)

**M. *WASTEWATER / SANITARY SEWERS:***

66. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

**N. *SOLID WASTE:***

67. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of four (4) receptacles Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed along the sidewalks to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.\* (T&ES)

**O. *STREETS / TRAFFIC:***

68. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

69. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
70. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
71. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
72. 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)
73. Show turning movements of standard vehicles in the parking structure and parking lots. Show turning movements of the largest delivery vehicle projected to utilize the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
74. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

***P. UTILITIES:***

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

***Q. SOILS:***

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

***R. WATERSHED, WETLANDS, & RPAs:***

77. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line

shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

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

**S. BMP FACILITIES:**

79. 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)
80. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
81. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. \*\*\*\* (T&ES)
82. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)
83. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable,

or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*(T&ES)

84. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

85. 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)
86. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the

BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*\*(T&ES)

87. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. \*\*\*\*\*(T&ES)
88. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. \*\*\*\*\*(T&ES)

***T. CONTAMINATED LAND:***

89. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
90. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
91. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
  - e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.

f. Applicant shall submit 3 hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)

92. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Braddock Gateway site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

**U. NOISE:**

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

94. The noise study shall be submitted and approved prior to final site plan approval.\* (T&ES)

95. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

96. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES)

97. If a restaurant use is proposed, the use of loudspeakers outside is prohibited. (T&ES)

**V. AIR POLLUTION:**

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

99. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

100. No material may be disposed of by venting into the atmosphere. (T&ES)

101. 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)

**W. CONTRIBUTIONS:**

102. Pursuant to the Braddock Neighborhood Metro Neighborhood Plan, CDD # 15 is required to make contributions to the Braddock Neighborhood Open Space Fund and the Community Amenities Fund. The second phase of CDD #15 may be considered a catalyst project pending the timing of the issuance of the Certificate of Occupancy which shall be obtained within 24 months of Phase I. If the Certificate of Occupancy is issued after this time restriction, the second phase will be considered a Non-Catalyst Project plus a Density Bonus. Funds are to be levied based on the amount of gross square footage of the proposed development and escalated with the CIP. Phase II has 177,923 gross square feet of development.

**Braddock Metro Neighborhood Plan Implementation Formulas**

<b>Braddock Gateway Phase II, Block 2</b>			
Building's Gross Square Footage	177,923 sq ft		
Fund Account		Catalyst Project	Non- Catalyst Project Plus Density Bonus
Open Space		\$0.98	\$6.13
Community Amenities		\$0.42	\$0.74
Total		\$1.40	\$6.87
<b>Potential Contribution Amount**</b>		<b>\$249,092.00</b>	<b>\$1,222,331.00</b>

\*\* This phase of the development has additional deductions pursuant the adopted recommendations of the Braddock Metro Neighborhood Plan Implementation Formulas and CDD #15 conditions of approval.

103. The applicant can deduct from their required open space contribution a rate of \$15.00 per square foot of public open space provided not to exceed \$375,000.00. This deduction shall exclude the cost of the land. (P&Z)
104. The applicant shall provide the dollar amount provided in Condition 2 e prior to the release of the Final Site Plan for the off-site improvements of the extension of two six

foot wide sidewalks along Payne and Fayette Streets. The City will construct these improvements in coordination with the adjacent property owner, Mr. Yates. (P&Z)

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

## **X. ARCHAEOLOGY:**

### **Open Space/Landscaping:**

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

### **Archaeology Conditions:**

108. The applicant shall hire an archaeological consultant to implement the approved Resource Management Plan and Scope of Work generated by Thunderbird Archaeology (dated May 28, 2008) which includes exploratory backhoe trenching, and if necessary, hand-excavation of test units. Additional excavation techniques may be needed depending upon the initial findings. The archaeological consultant will conduct additional documentary research and produce a final Archaeological Evaluation report of the findings.
109. It is illegal to disturb human remains without obtaining appropriate legal authorization. If burials are found during the archaeological investigation and need to be moved prior to development, the applicant shall be responsible for the archaeological removal and for obtaining the necessary legal documents, including a permit from the Virginia Department of Historic Resources for the archaeological removal of burials.
110. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all

archaeological fieldwork has been completed or that an approved Scope of Work and/or Resource Management Plan is in place to test for and recover significant resources in concert with demolition/construction activities.

111. 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.) so that on-site contractors are aware of the requirements:
  - a. An archaeologist shall be on site to monitor all ground-disturbing demolition activities.
  - b. The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
  - c. The applicant/developer shall not allow any metal detection or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology.
112. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.

***Y. DISCLOSURE REQUIREMENTS:***

113. In the event that the units for Braddock Gateway Phase II are converted into "For Sale" units the following conditions shall apply.
114. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
  - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
  - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
  - c. No more than 1 parking space shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
  - d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.

- 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. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. \*\*\* (P&Z)
115. Notify prospective buyers, in its marketing materials and homeowner documents that the internal streets are private streets and that storm sewers located within the site are privately owned and maintained. (T&ES)
116. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Metrorail and CSX tracks and associated railway operations are located within the immediate vicinity of the project and are permitted to continue indefinitely. (P&Z)(T&ES)

### **CITY DEPARTMENT CODE COMMENTS**

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

#### **Planning and Zoning**

- R-1 For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C -1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. \*\*\*\* (P&Z) (T&ES)
- C-2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. \*\*\*\* (P&Z) (T&ES)
- F-1 The 14 visitor parking spaces or 40% of Phase I visitor spaces currently location within Landbay V can be accommodated on this phase and/or the future phase's private streets.

**Transportation and Environmental Services**

- F - 1. The following CDD conditions apply to Phase II with regards to street and off-site improvements: 7 (Streets) b, d & e; 7 (off-site improvements) a, b. (T&ES)
- F - 2. Sheet C7.20 states parcel size is 2.08 acres, C1.00 states 1.98 acres. Revise as appropriate. (T&ES- OEQ)
- F - 3. Drainage area for Future Phase 5 can be taken into consideration for the sizing of the BMP, but credit for treatment will be given during Phase 5 DSUP. This area should not be included in site area. (T&ES- OEQ)
- F - 4. Note currently on plan- "Pollutants have been met by redevelopment. A 98% removal rate will be achieved by tie-in to existing combination sewer system" shall be removed from the plan. (T&ES- OEQ)
- F - 5. Sheet C7.20: Each BMP shall be listed separately on Worksheet C. (T&ES- OEQ)
- F - 6. Sheet C7.20: Water Treatment On-site block should only include onsite area (not the offsite area). (T&ES- OEQ)
- F - 7. Sheet C7.20: Watershed is Timber Branch. (T&ES- OEQ)
- F - 8. Sheet C7.20: CDD condition states: The development shall meet the new Virginia Storm Water Regulations to be adopted this year and/or the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for storm water quality and quantity control, whichever is more stringent. Since this parcel is a 7.06 acre CDD the rules for acreages over 5 acres shall apply. As such the applicant shall show how this parcel is meeting the State Stormwater Regulations to determine which is most strict. (T&ES- OEQ)
- F - 9. 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 - 10. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

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

- F - 11. 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 - 12. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 13. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 14. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 15. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- F - 16. 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 - 17. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 18. 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 - 19. 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 - 20. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 21. 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 - 22. 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 - 23. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 24. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 25. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- F - 26. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES. \*\*\* (P&Z)(T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and

sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.  
(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)

[http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecti on%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecti on%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)

- C - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov), for information about completing this form. (T&ES)
- C - 11 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan.\* (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)

- C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 20 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. \* (T&ES)

**DASH Comments:**

1. The requested bus stop would be serviced by current and future local bus service approaching Braddock Metro Station from the north. Proposed plans to relocate the existing bus stop at First & Fayette to First & Payne would create a gap between that stop and the previous stop at Potomac Greens that is over 2,600 feet in length, far exceeding standard bus stop spacing in comparable urban environments. The addition of a new bus stop at Fayette and Douglas would divide the gap in half while increasing accessibility to local bus service.

**VAWC Comments:**

1. The 16" main on Fayette St shall be located on the south sidewalk (see wo# 3799 provided separately).
2. Survey and show the existing 8" water main from Henry ST to the north east corner of the new building (see wo# A-3355 provided separately).
3. Survey and show the existing 8" water main on Payne ST (see wo# 47195840 provided separately). The proposed 8" pipe shall be connected to this existing 8" main.
4. The new storm sewer on Payne ST shall have enough clearance from the existing and proposed 8" water main.

**AlexRenew Comments:**

- F-1. Ensure all discharges are in accordance with City of Alexandria Code 4035
- R-1. The Applicant shall coordinate with City of Alexandria T&ES to insure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity.

- R-2. The Applicant shall coordinate with City of Alexandria T&ES to ensure to AlexRenew in writing that proposed additional flow does not exceed capacity in AlexRenew Interceptors & Trunk Sewers (specifically PYTS) during wet & average flow conditions.
- R-3. 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.
- R-4. Tree canopies appear to be encroaching on the 20' sanitary sewer easement. Please coordinate with the Landscape Engineer to provide a profile of the estimated drop line and root ball dimensions (both depth and diameter) in relation to the 30" sanitary sewer.

### **Fire Department Comments**

- F- 1 The following comments are for preliminary review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or [maurice.jones@alexandriava.gov](mailto:maurice.jones@alexandriava.gov).
- F- 2 Plans should show location of all fire hydrants in and around site and fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.  
**Applicant has not shown an existing hydrant that is located at the proposed entrance to the garage on N. Payne Street. Will this hydrant remain, be moved, or be eliminated?**
- F – 3 Fire Command Center shall be located on at or near the main entrance of the building.  
**Location of Fire Command Center is too far from main entrance / address side of building. In addition, location could be problematic for vehicles traffic at garage entrance due to apparatus staging. Consider moving Fire Command Center into main lobby area via the main entrance of the building on the address side of building.**
- C- 1 The applicant shall provide a separate Fire Service Plan which illustrates where applicable or where not already shown: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to the building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; 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 building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for the building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.

- a. Provided by applicant.
  - b. Applicant has shown two new hydrants and FDCs. One FDC is 36 feet from a fire hydrant. Per code, hydrant shall be at least 40 feet from FDC. The other hydrant is 99.4 feet from the FDC. As previously stated, this is within the 100 foot requirement but if possible move hydrant or FDC so they are closer together.
  - c. Provided by applicant.
  - d. Provided by applicant
  - e. Fire line size increased to 6 inch buy applicant.
  - f. Noted by applicant.
- C - 7 The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.

**In addition to the side type shown on page C12.00, the following sign types shall be installed. Please revise sign designation and locations so that fire lanes are clearly marked with directional signs.**

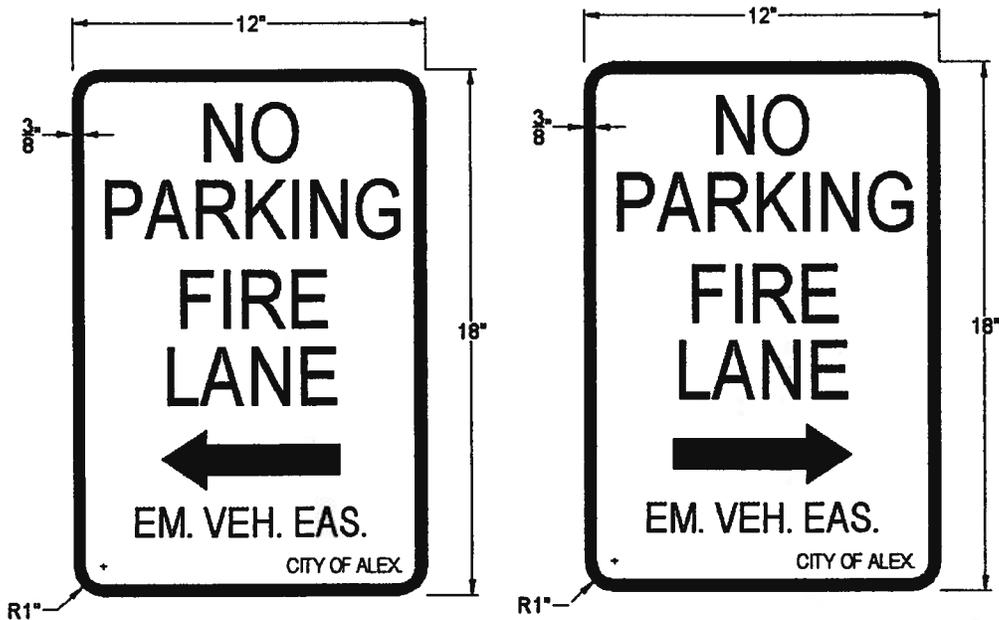
**Emergency Vehicle Easements**

**Emergency Vehicle Easements.** Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

**Sign Specifications.** Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

**Fire Dept. Access Lanes/Mountable Curbs.** Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be

posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.



Fire Lane Sign Left Arrow

Fire Lane Sign Right Arrow

C -8 Show fire apparatus vehicle turning radius based on the following specifications:

Applicant shall use the following new information concern vehicle turning radius.

**Tower 203 Turning Specifications**

- Turning Radius – Wall to Wall = 54.98 feet +/- 2 feet  
 Curb to Curb = 51.33 feet +/- 2 feet  
 Inside turning radius = 37.73 feet +/- 2 feet
- Overall Length – 47' – 4 1/2"
- Overall Width – 98"
- Wheel Bases from front axle to both rear axles – 240"
- Tandem axle spacing – 56" CL of axle to CL of axle
- Gross Weight – As built with no equipment or water gross weight = 66,000#
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°  
 Provided by applicant.

C-10 A separate fire line is required for the building fire service connection. Show location and line size on plans.

**Applicant has upsized the fire line to 6 inches.**

R -1 To improve fire department operational capabilities, it is recommended that all stair towers extend to the roof level for direct roof access.

**Acknowledged by applicant.**

### **Code Administration**

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Acting Plan Review Supervisor at [ken.granata@alexandriava.gov](mailto:ken.granata@alexandriava.gov) or 703-746-4193.

*Applicant (3/21/12): Noted*

Code Administration: Accepted

C-1 Demolition, building and trades permits are required for this project. Six sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s).

*Applicant (3/21/12): Noted*

Code Administration: Accepted

C-2 Provide size of underground water supply line entering the building for both the domestic and fire service.

*Applicant (3/21/12): Preliminary sizing of water lines have been shown on the site plan. See C5.0.*

Code Administration: Per NFPA 14, 2007 Sec.7.10 a minimum of 750 g.p.m. is required for the standpipe system. Per NFPA 20, 2007 Table 5.25 a minimum underground supply of 6" is needed to supply a 750 g.p.m. fire pump. The minimum size underground water supply shown on the plans should be 6" to the fire pump at this time and noted as a minimum at this time. If the design professional determines a pipe size larger than 6" is needed, it would be covered by this notation.

**Code Administration (5/7/12): Accepted, see additional comment F-2**

C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

*Applicant (3/21/12): Noted*

Code Administration: Accepted

- C-4 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.  
*Applicant (3/21/12): Noted*  
  
Code Administration: Sheet C1.00 and Sheet C12.00 code analysis should match. Additionally, the use group appears to be mixed S-2, R, and M or B pending the use in the future retail area.  
*Applicant (4/16/12): Acknowledged*  
**Code Administration (5/7/12): Accepted, Sheet C1.0**
- C-5 A soils report must be submitted with the building permit application.  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-6 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided.  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-7 Certification is required from the owners or owner's agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos.  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-8 A Certificate of Use of Occupancy is required prior to opening. Since this space will contain mixed uses, the certificate must state the purpose for which each space is to be used in its several parts.  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-9 This structure contains mixed use groups [S-2 Storage, R-2 Residential, M- Mercantile], and is subject to the mixed use and occupancy requirements of the USBC.  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-10 The drawings do not show steps or stairs. Stairs must comply with USBC. Stairways of 3 or more risers require handrails.  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-11 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

- C-12 Canopies must comply with USBC for support and clearance from the sidewalk, and the applicable sections of USBC's Chapter 11. Structural designs of fabric covered canopies must comply with USBC. The horizontal portions of the framework must not be less than 8 feet nor more than 12 feet above the sidewalk and the clearance between the covering or valance and the sidewalk must not be less than 7 feet.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

- C-13 Canopies must comply with the applicable sections of USBC: Chapter 16. Structural designs

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

- C-14 The accessible ramp must comply with the requirements of USBC.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

- C-15 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

- C-16 The maximum occupant load permitted in any area, space or room is based on USBC 1004.1. Any assembly room or space that contains an occupant load of 50 or more will require a Fire Prevention Permit, as well as an approved permanent legible sign stating the occupancy load located at main exit or exit access doorway in the room or space.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

- C-17 Accessible parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. 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 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.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

- C-18 Toilet Rooms for Persons with Disabilities:  
(a) Water closet heights must comply with USBC 1109.2.2  
(b) Door hardware must comply with USBC 1109.13  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-19 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2).  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-20 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.9).  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-21 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901).  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-22 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-23 The proposed building must comply with the requirements of HIGH-RISE buildings (USBC 403.1).  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-24 The applicant shall comply with the applicable accessible signage requirements of USBC 1110.  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-25 Fire suppression systems shall be installed in buildings and structures of Use Group B, when > 30' in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.3.1).

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

C-26 Electrical wiring methods and other electrical requirements must comply with NFPA 70, 2008

C-27 The required mechanical ventilation rate for air .75 cfm per square foot of the floor area (IMC 404.2).

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

C-28 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

C-30 A demolition permit is required for the proposed project (USBC 108.1).

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

C-31 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

C-32 Permission from adjacent property owners is required if access to the adjacent properties is required to complete the proposed construction. Otherwise, a plan shall be submitted to demonstrate the construction techniques utilized to keep construction solely on the referenced property.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

C-33 A wall location plat prepared by a land surveyor is required to be submitted to this office prior to requesting any framing inspection.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

C-34 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 116.1.

*Applicant (3/21/12): Noted*  
Code Administration: Accepted

- C-35 Where a structure has been demolished or removed, if left vacant the lot shall be filled and maintained to the existing grade (USBC 3303.4).  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-36 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- C-37 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property (USBC 3303.5).  
*Applicant (3/21/12): Noted*  
Code Administration: Accepted
- F-2 Provide an additional underground water supply to the fire pump that will be installed per 2009 USBC Section 403.3.2.

**Archaeology:**  
**Findings**

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

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

*\*Note: The Archaeological Note on the Cover Page of the preliminary plans can be removed.*

**Police Department:**

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520 (Police)
- R-2 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals. (Police)
- R-3 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance. (Police)
- R-4 Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity. (Police)
- R-5 For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained. (Police)
- R-6 For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white. (Police)
- R-7 It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access. (Police)
- R-8 It is recommended that the vehicular entrance to the garage be secured by a coiling gate. (Police)
- R-9 Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure. (Police)
- R-10 The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed. (Police)
- R-11 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air. (Police)

**Health Department**

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

**Virginia American Water Company:**

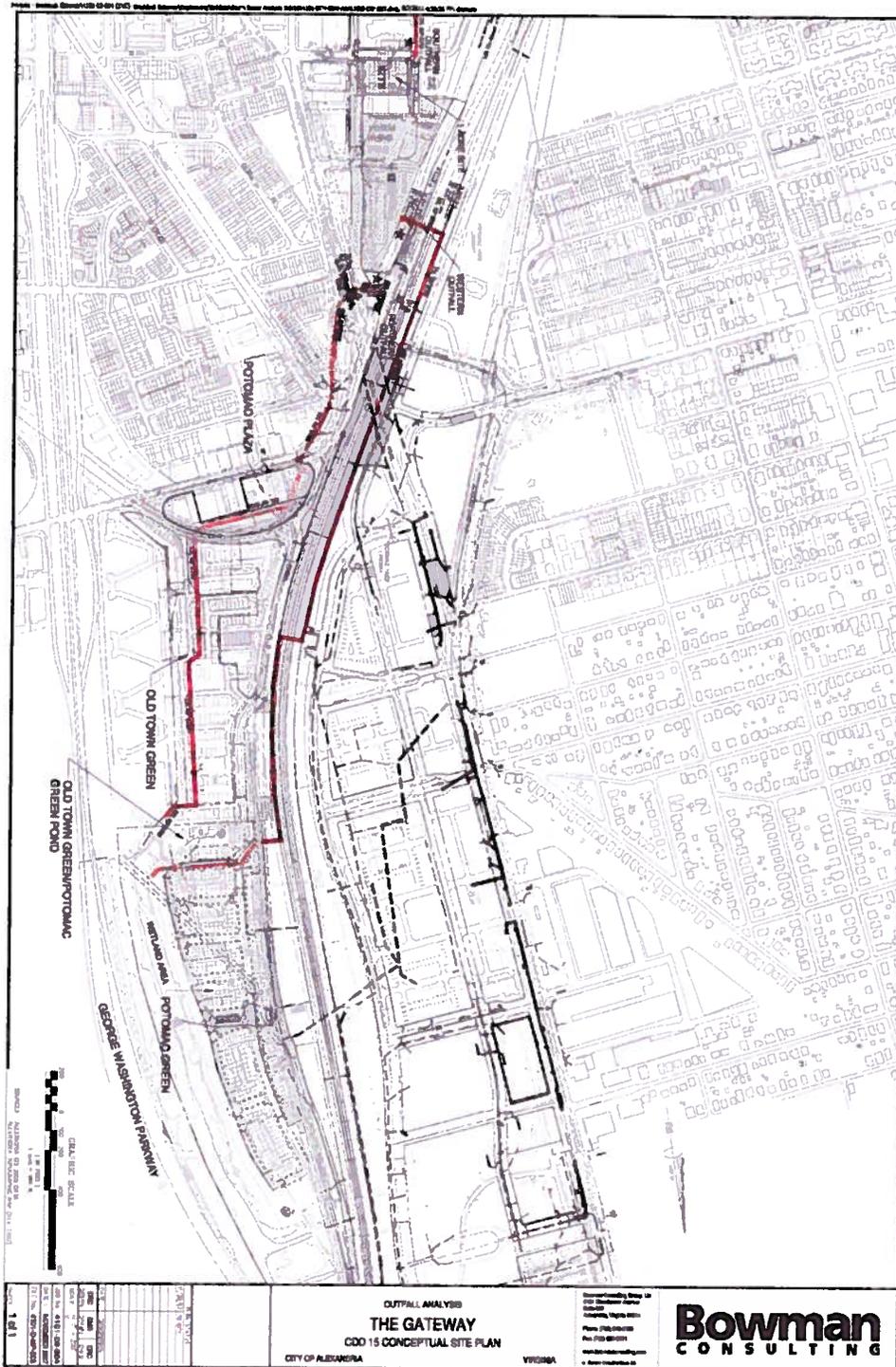
- R-1. Developer shall submit a Code Administration approved ISO calculation in order to verify whether the existing & proposed water main layouts achieve the Needed Fire Flow.

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

**Alexandria Sanitation Authority:**

- C-1 Ensure all discharges are in accordance with City of Alexandria Code 4035.
  - R-1 The Applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted ASA plant capacity of 21.5 MGD.
  - R-2 The Applicant shall coordinate with the City of Alexandria T&ES to ensure to ASA in writing that the proposed additional flow does not exceed capacity in ASA Interceptors & Trunk Sewers during wet and average flow conditions.
  - R-3 Sanitary Sewer calculations were not included in the Preliminary #1 package provided.
- \* Condition must be fulfilled prior to release of the final site plan  
\*\* Condition must be fulfilled prior to release of the building permit  
\*\*\* Condition must be fulfilled prior to release of the certificate of occupancy  
\*\*\*\* Condition must be fulfilled prior to release of the bond

Attachment #1 – Stormwater Analysis



## **Attachment # 2 — Transportation Management Plan**

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a Transportation Management Plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Braddock Gateway Phase 2 consists of six parts:

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

### **1. Goal and Evaluation of the TMP**

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

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

**2. TMP Organization, Funding and Reporting**

- a. An Annual Report will be developed by the TMP Coordinator (described in Section 3.b.i below) and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- b. The TMP Coordinator will provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator, Property Owner or Property Manager has not made reasonable effort to use the funds for TMP activities.
- c. The TMP Coordinator will distribute an annual survey to all residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required.

**3. Transportation Management Plan Directives**

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

	<b>Land Use</b>	
	<b>Dwelling Units</b>	<b>Retail Sf</b>
<b>Braddock Gateway Phase 2</b>	185	5,200

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

- as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and other program elements shall be promoted to tenants and retail employees.
  - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
  - iv. Regional ridesharing programs such as the Metropolitan Washington Council of Governments Commuter Connections Program shall be promoted and assistance will be provided on-site for ride matching.
  - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
  - vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles, and these spaces should be in a convenient location for residents. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
  - vii. Discounted bus and rail fare media (and subsequent electronic media) shall be sold and distributed on-site to residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund** — The applicant shall create a TMP fund to achieve the reduction goal of 45% of single occupant vehicles, based on the project's size and the benefits to be offered. The annual contribution rate for this fund shall be \$.25 per occupied commercial square foot and \$80 per occupied dwelling unit. The annual contribution rate may be reduced provided that the applicant maintains the reduction goal of 45% for single occupant vehicles. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. Payments shall be the responsibility of the developer until this responsibility is transferred by lease

or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

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

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

#### **4. Evaluation of the Effectiveness of the TMP**

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.

- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

## **5. District Transit Management Program**

As recommended in the Braddock Metro Small Area Plan<sup>2</sup> TDM Implementation section, Braddock Gateway should integrate with the larger district level TMP program when it is organized. All TMP holders in the Braddock Metro Small Area Plan will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. The District will be established in coordination with the revised TMP program.

## **6. Permanence of the TMP Ordinance**

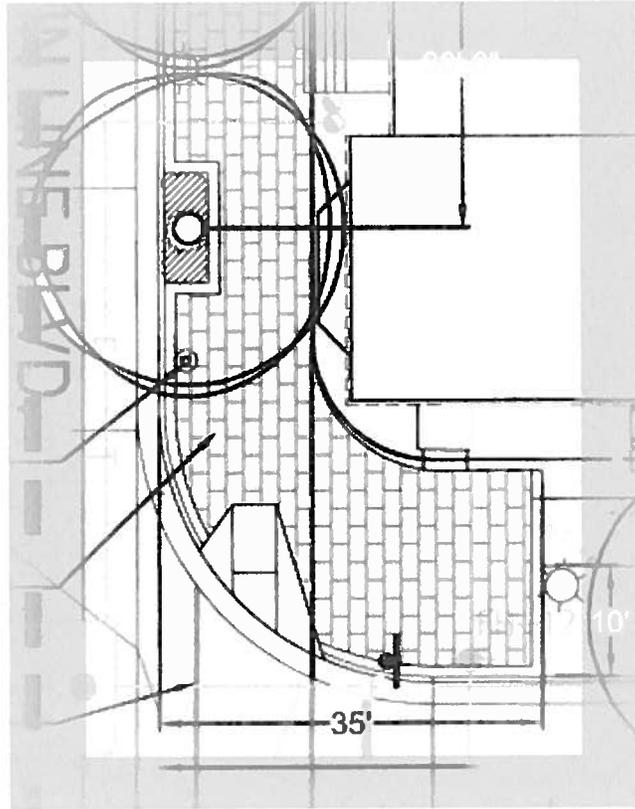
- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.

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<sup>2</sup> Braddock Metro Small Area Plan, February 2008, p. 79.

- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
  
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

**Attachment #3**



**Brick Return Detail**



**APPLICATION**

**REVISED**  
4/17/12

**DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**

**DSP #** 2012-0004 **Project Name:** Braddock Gateway

**PROPERTY LOCATION:** 1050, 1100 & 1200 A N. Fayette Sts.

**TAX MAP REFERENCE:** 044.03-06-03, & -.03L2 **ZONE:** CDD-15

**APPLICANT:**

Name: Jaguar Development, L.C.

Address: 46859 Harry Byrd Hwy, Suite 202, Sterling, VA 20164

**PROPERTY OWNER:**

Name: Force Alexandria, LLC

Address: 46859 Harry Byrd Hwy, Suite 202, Sterling, VA 20164

**SUMMARY OF PROPOSAL** Request for approval of Building 2, Phase 2 as well as Phase 6 of the approved CDD Concept Plan for Braddock Gateway.

**MODIFICATIONS REQUESTED** None.

**SUPs REQUESTED** DSUP for Landbays 2 and 6 under approved CDD-15. SUP for increase in mechanical penthouse height.

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

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

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

Mary Catherine Gibbs

Print Name of Applicant or Agent

307 N. Washington St.

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code

*Mary Catherine Gibbs*  
Signature

703-836-5757 703-548-5442

Telephone # Fax #

mcg.hcgk@verizon.net

Email address

April 16, 2012

Date

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

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

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

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

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

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

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

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

**1. The applicant is: (check one)**

the Owner     Contract Purchaser     Lessee or     Other: \_\_\_\_\_ of the subject property.

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

Edmea Cettina, 46859 Harry Byrd Hwy, Suite 202, Sterling, VA 20164 - 50 %

Emil Fish, 46859 Harry Byrd Hwy, Suite 202, Sterling, VA 20164 - 50%

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

**Yes.** Provide proof of current City business license.

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

### OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

	Name	Address	Percent of Ownership
1.	Jaguar Development, LC	46859 Harry Byrd Hwy, Suit	100%
2.			
3.			

2. **Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1050, 1100 & 1200A N. Fay (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.	Force Alexandria, LC	46859 Harry Byrd Hwy, Suit	
2.	Eddy Cettina	46859 Harry Byrd Hwy, Suit	50%
3.	Emil Fish	46859 Harry Byrd Hwy, Suit	50%

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

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

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

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

March 21, 2012 Mary Catherine Gibbs  
Date Printed Name

Mary Catherine Gibbs  
Signature

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

The applicant, Jaguar Development, LC, requests approval of the next phases of the

Braddock Gateway project. These next two phases bring on the line the signature

Art-Deco building and the park. The art deco building is proposed to be a high-end

residential building with 185 residential units, with two levels of underground parking.

The parking ratio requested is .9 parking spaces per unit, plus 15% visitor, as was just

recently approved for phase one of Braddock Gateway. See the updated parking study

by Gorove Slade, dated March 20, 2012, attached to this application.

In addition, this proposal brings to fruition the 3/4 acre park in the middle of the 7 acres

which provides a significant amenity to the community and the new residents. Both phases

provide significant design and characteristics as contemplated under the approved

CDD Concept Plan, as well as substantial infrastructure improvements as outlined under

the approved Plan. Those improvements include, among other things, the new traffic signal

on Route One as well as undergrounding of utilities between the park and Route One.

All in all, this is the next significant step towards the successful redevelopment of this gateway

into Alexandria, the Braddock Metro Neighborhood in particular.

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

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

NA

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

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

NA

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.  
Typical for residential and retail uses of this size as well as for park activities.

B. How will the noise from patrons be controlled?  
The activities will all be inside the building or in the park area, during regular park times.

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

NA

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

- A. What type of trash and garbage will be generated by the use?  
Typical type from residential, retail and park uses of this size.  
\_\_\_\_\_
- B. How much trash and garbage will be generated by the use?  
~~Typical amount from residential, retail and park uses of this size.~~  
\_\_\_\_\_
- C. How often will trash be collected?  
At least once a week, or more, as necessary.  
\_\_\_\_\_
- D. How will you prevent littering on the property, streets and nearby properties?  
Regular monitoring of the site.  
\_\_\_\_\_

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

Yes.       No.

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Yes.       No.

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

The parking garage will be secured by a gate and building will be secured for residents and visitors only.

**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.

NA

**PARKING AND ACCESS REQUIREMENTS**

13. **Provide information regarding the availability of off-street parking:**

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

\_\_\_\_\_

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

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

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

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

\_\_\_\_\_

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1

- B. How many loading spaces are available for the use? 1

- C. Where are off-street loading facilities located?  
Off street, on the N. Payne St. side of the building.

- D. During what hours of the day do you expect loading/unloading operations to occur?  
Between 7 a.m. and 7 p.m., as is typical for residential and retail uses of this size.

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

Daily for residential and retail uses of this size.

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

Street access will be improved with the infrastructure improvements made as a part of this application.



**APPLICATION**

STN  
800 2012-0001

**CHANGE STREET NAME:** \_\_\_\_\_

[must use black ink or type]

**LOCATION:** Braddock Gateway Project: 1050, 1100, 1200 and 1200 A N. Fayette Streets

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**TAX MAP REFERENCE:** 044.03-06-03, -.03L2, &-.03L1      **ZONE:** CDD-15

**APPLICANT'S NAME:** Jaguar Development, LC  
**ADDRESS:** 46859 Harry Byrd Hwy, Suite 202, Sterling, VA 20164

**REASON FOR REQUEST TO CHANGE A STREET NAME:** As part of the CDD Concept Plan for the Braddock Gateway development, there are several new private streets created, as well as one portion of a public street is being formally dedicated and needs an appropriate name change. Suggestions include Ice House Road, Parker-Gray Drive, Parker Drive, Gray Drive. The end of N. Fayette Street needs a separate name, perhaps one of the above.

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

\_\_\_\_\_  
Signature  
703-836-5757      703-548-5443  
Telephone #      Fax #  
April 16, 2012  
Date

For **New Street Names** and **Change of Street Names**: These items are not public hearing items and therefore are not required to be noticed by newspaper, posting, or letters to adjoining owners. However, it is the policy of P&Z to advertise in the newspaper and post the site, but not to mail out notices.

**New Street Names** are heard by PC only.  
**Change of Street Names** are heard by PC and CC.

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

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

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

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET  
ALEXANDRIA, VIRGINIA 22314-2557

TELEPHONE (703) 836-5757  
FAX (703) 548-5443

## MEMORANDUM

TO: Faroll Hamer, Director of P&Z  
FROM: Harry P. Hart, Mary Catherine Gibbs  
RE: Braddock Gateway, Phases 2 & 6  
DATE: May 23, 2012

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This memo is written to reiterate the reasons why the Braddock Gateway project, Phases 2 and 6 should be considered "catalyst" projects under the Braddock Metro Neighborhood Implementation Policy ("the Implementation Policy"). The draft DSUP conditions for Phases 2 and 6 of the project should be changed to update the Implementation Policy and/or modify it. The arguments in favor of this change or modification are as follows:

1. Perhaps we should have objected in 2008/09 to the Implementation Policy requirement for Braddock Gateway to obtain Certificates of Occupancy within two years of each other for each phase in order to maintain "catalyst" status, however, we did not foresee the dramatic change coming in the market at the time we were working on the Implementation Policy. We went through a significant recession in the last four years, a circumstance beyond everyone's control.
2. The Policy is a guideline and should be recognized as such. This requirement applies solely to Braddock Gateway and none other, so that there is no concern about any effect on any other projects.
3. It is important to note that Braddock Gateway was considered as one site under the implementation Policy, as Block 1<sup>1</sup>, and was specifically identified as a catalyst project from the on-set.

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<sup>1</sup> Braddock Gateway, otherwise referred to in the Implementation Plan as "Jaguar", is referenced on a number of occasions as one project and as a catalyst. See Table 1 – Developer Contribution Rates, See Figure 3 – Blocks Identified for Redevelopment, Page 16, under description of Catalyst Projects, See Page 23 – in the chart of contributions under list of Catalyst Projects, also under No. 2 on the same page, and Attachment No. 2 "Total Developer Contributions by Site".

- a. There is distinction between getting what was expected from Braddock Gateway under the Implementation Policy versus what would now amount to a punishment for something out of Braddock Gateway' control, the downturn in the economy over the last few years.
  - b. The Implementation Policy Funding levels were generated by the cost estimate specifically for improvements identified under the plan. The total cost of the estimated construction was divided by the total proposed development approved in the area and each property owner/developer was identified as responsible for a certain amount. The total cost estimate was approximately \$12 million, \$6 million of which was to come from property owners and developers.
  - c. The Policy envisions \$641, 400 from Braddock Gateway for both funds and Braddock Gateway always intended to be in keeping with that. Adding an additional approximately \$1,000,000 to the contributions under Phase 2 if it doesn't meet that two year window is unfair and unnecessary in light of all the facts and circumstances.
  - d. The increase in the contribution from \$249,092 for this phase to \$1,222,331 (@ 500%) is more like a punishment or penalty for wrongdoing, for a matter that may be out of Braddock Gateway's control.
4. Other aspects of the Zoning Ordinance recognized the downturn in the economy, ie., the change to 3 years v. 18 mos. for commencement of construction under § 11-418 adopted after the Implementation Policy, however, the Implementation Policy hasn't been reconsidered.
  5. As a practical matter, it is virtually or physically impossible to meet the 24 month time frame under a reasonable work scenario. The DSUP provides for up to 36 Months to commence construction. It will take at least 2 years to build and get CO, and that will be more than 24 months from when Phase One gets their CO.
  6. Recognizing the reality of the situation would be very much like has been done in several other cases in a reasonable effort to be encouraging of smart growth and

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economic sustainability. Here are a few examples:

- a. Made a finding that Phase One was a catalyst in the first DSUP, without reference to when they get their CO for the very reason of the delay in getting projects moving with the downturn in the economy.
  - b. Increased height for Braddock East for affordable housing.
  - c. Increased height at Mt. Vernon Village for affordable housing.
  - d. Increased height at Parc Center for affordable housing.
  - e. Changed the uses in Carlyle to achieve a hotel on Mill Road.
7. Not to recognize this reality is to discourage smart growth and economic sustainability with an unnecessary obstacle - contrary therefore to very important City policies.
8. By continuing to build this project, phase by phase, Braddock Gateway is already a catalyst.
- a. A CDD is to lock in a project in the beginning.
  - b. Braddock Gateway is fulfilling the catalyst role already.
9. Finally, and perhaps most importantly, Braddock Gateway has already committed to making significant contributions to the City:
- a. \$5 million affordable housing contribution;
  - b.  $\frac{3}{4}$  acre publically accessible park (cost of approximately \$1,000,000.00) (the Implementation Policy only permits Braddock Gateway to off-set up to \$375,000 of that amount towards their open space contribution.)
  - c. \$250,000 contribution towards improvements to Powhatan Park
  - d. Cost of installation of a new traffic signal at the intersection of Route on and the end of N. Fayette Street (to be renamed.)(normally between \$150,000-\$250,000)
  - e. Cost of undergrounding of overhead utilities between this site and Route One at the end of N. Fayette Street (to be renamed.)
  - f. Cost of Pedestrian access to be provided through and across city property formerly known as Landbay N of Potomac Yard.
  - g. Cost of pedestrian/landscape improvements to the end of Bashford Lane.

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*City of Alexandria, Virginia***MEMORANDUM**

DATE: JUNE 3, 2009  
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL  
FROM: JAMES K. HARTMANN, CITY MANAGER *J*  
SUBJECT: ESTABLISHMENT OF BRADDOCK OPEN SPACE FUND ACCOUNT AND  
BRADDOCK COMMUNITY AMENITIES FUND ACCOUNT

**ISSUE:** Establishment of a Braddock Open Space Fund Account and a Braddock Community Amenities Fund account, and, approval of a formula for developer contributions as part of the Braddock Metro Neighborhood Plan Implementation Strategy.

**RECOMMENDATION:** That Council adopt the recommendations to:

1. Establish the formula and fund accounts, including a Planning Commission recommendation for a new condition that allows the Planning Commission to consider whether modest changes to an existing building and use requested by a nonprofit organization triggers the requirement to contribute the funds, and
2. Apply any City-wide public art contribution policy to be considered and adopted in the future to any Braddock Area development project whose final site plan is approved subsequent to the adoption of such a policy by Council.

**BACKGROUND:** On May 16, 2009, City Council held a public hearing on the Planning Commission recommendation to establish the Braddock Open Space Fund account, the Braddock Community Amenities Fund account, and a formula for developer contributions as a part of the implementation strategy for the Braddock Metro Neighborhood Plan. Two members of the public spoke and requested that the formula be revised to include the cost for streetscape improvements to streets in addition to the designated walking streets in the Braddock neighborhood. City Council closed the public hearing and deferred action on the request and asked staff to provide information on the following:

- Funding table to depict funding for all of the planned improvements;
- Ensure that the funding is sufficient to accommodate the planned improvements;
- Possible funding for public art;
- Design of "Post Office" park; and
- What streets are included in the improvements.

**Funding Table**

City Council requested a table explaining the funding sources for the public amenities identified in the Plan and recommended by the staff recommendation. The table below depicts the estimated cost for the public amenities and the total contribution required by the City and Developers. The total amount contributed through the proposed funds will be \$5.95 million by development and \$5.95 million by the City (subject to the annual capital improvement program (CIP) prioritization process). This approach is consistent with the intent of the Braddock Plan that approximately one-half of the improvements would be funded by the City as a result of the increased development and associated increase in tax revenue within the Braddock neighborhood.

The City's total commitment would be \$6.62 million, which could be funded by the City's Capital Improvement Program (CIP). It is anticipated that build-out of the potential redevelopment sites will occur in the next 15 to 20 years. The City's matching contribution to the Braddock OSF and CAF accounts will be subject to the annual CIP process as well as annual considerations of appropriation by City Council.

Table 1  
Funding For Public Amenities

PUBLIC AMENITY	COST	FUNDING SOURCE			
		BRADDOCK CAF (DEVELOPER)	BRADDOCK OSF (DEVELOPER)	DEVELOPER IMPROVEMENTS REQUIRED AS PART OF THE DEVELOPMENT PROCESS	CITY CIP
Walking Streets		\$900,000		\$900,000	\$900,000
Bikeways				\$400,000	**
Streetscape and Traffic Calming				\$200,000	**
New Community Park			\$4,800,000		\$4,800,000
Pocket Parks/Plazas				\$3-5 million	\$250,000
Neighborhood Retail		\$250,000			
<b>Total</b>		<b>\$1,150,000</b>	<b>\$4,800,000</b>	<b>\$4.5-6.5 million</b>	<b>\$5,950,000</b>

\* Note Bikeways (\$300,000) and Streetscape and Traffic Calming (\$370,000) will be funded by the competitive CIP process.

**Ensure that the funding is sufficient to accommodate the planned improvements**

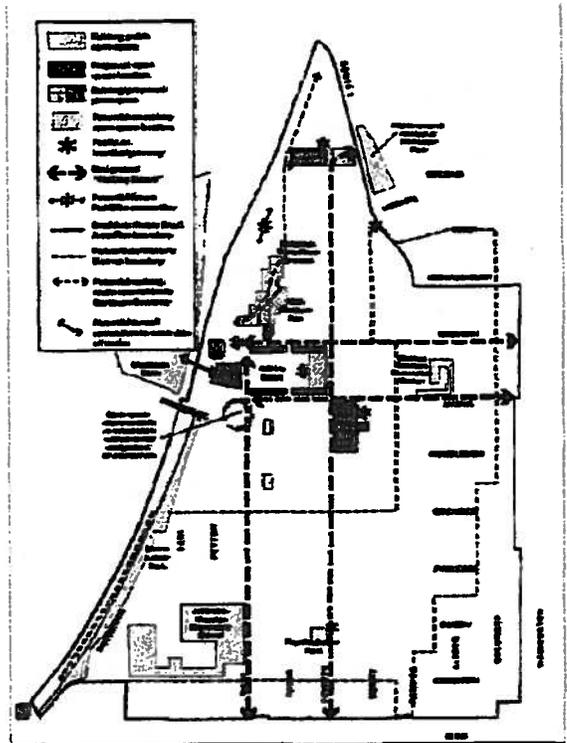
As part of the analysis of the cost of the streetscape improvements and the new public park, the Departments of Planning and Zoning, Parks, Recreation and Cultural Activities and Transportation and Environmental Services have been involved in preparing the cost estimates. For the new public park, staff used design and construction costs for parks which are currently either under construction or being designed, such as John Carlyle Square and Carlyle Block 27. The cost estimate for the new park includes trees, paths, lighting, benches, play structures, and public art. The estimate for streetscape improvements includes sidewalks, curbs, street trees, and lighting. In addition to including a comprehensive list of improvements and amenities, the projected cost estimates are conservative to ensure that they could adequately cover the costs of these improvements.

In addition, the policy includes a clause to account for inflation of construction and design costs. Starting January 1, 2010, the contribution rates will be adjusted annually on January 1 based on the Consumer Price Index for all Urban Consumers (CPI-U) for Washington-Baltimore area.

**Possible Funding For Public Art**

The Braddock Plan identifies six locations for public art. The Plan recommends that public art be incorporated on-site or as part of a contribution through the development review process for each site.

As part of the deferral, the question was raised as to whether a separate fund for public art should be established and an additional contribution levied to support that fund. Because such a fund would apply to only two or at most three of the sites,<sup>1</sup> and might inadvertently establish a precedent in terms of the amount of the contribution, staff does not support the creation of a separate fund for the Braddock Metro Neighborhood. (It should also be noted that the BIAG did not support the creation of a separate fund.)



<sup>1</sup> The six sites include the Metro Station site, Northern Gateway, Metro East (Andrew Adkins), the Post Office/park site, Samuel Madden (tip of triangle), and Hunter Miller Park. Of the six sites, it is anticipated that the Metro Station, Northern Gateway, and Post Office/park will include public art as part of their project. The Andrew Adkins and Samuel Madden sites may include part art as part of their project design, depending on numerous variables, not the least of which is the cost of redeveloping the public housing currently on the sites. The Hunter -Miller Park site is the only one site that will clearly need an outside funding source, such as public art fund.

There are currently no development proposals in the Braddock area under review. Because it generally takes at least a year after a concept plan is first submitted before there is a hearing, it is anticipated that no new development approvals will take place before June 2010. This allows adequate time for the first phase of the Public Art Master Plan being prepared by the Alexandria Commission for the Arts and City Staff, which will address the issue of funding strategies, such as establishment of a permanent funding stream, to be completed. This citywide strategy would apply to all new projects in the Braddock area. Such an approach would allow more feedback from the community, property owners, and art advocates; resolution of issues concerning the definition, placement, maintenance and selection process for public art; and could possibly result in a higher rate of funding than would occur on a case-by-case basis.

As previously discussed, staff is recommending that any required public art policy – contribution be done comprehensively and city-wide to include all of the various stakeholders with a target date by the end of 2009 to docket for consideration by City Council. This will enable the establishment of a public art funding policy for the City, applicable to the Braddock area, prior to any upcoming or pending development projects within the Braddock area.

### **Design of “Post Office” park**

During the Council public hearing, a question was raised regarding the design of the new public park. The Braddock Plan recommends a new public park on a site that is large enough to accommodate a park of at least one acre, is highly visible and easily accessible on foot and bicycle, adjacent to land uses that residential and retail that contribute to the vitality of the open space and offer safety and visibility to public view. A conceptual drawing was included in the Plan that shows a park with new buildings along Route 1. This conceptual plan for the park within the Braddock Plan was intended to be one way of developing a park on the site. However, similar to other conceptual plans within other Master Plans in the City, the plans are just that conceptual – with the understanding that the final design will be developed with community input. While the final design has yet to be determined, the Plan does state that there should be a one acre park in the area bounded by Fayette, Wythe, Henry and Pendleton Streets.

Therefore, for the purposes of estimating costs for acquisition, design and park construction, staff developed a cost estimate for construction of an approximately one acre park with trees, benches, paths, water fountain, play structures, public art, and bike rack amenities as envisioned by the Plan. The Plan does recognize the potential difficulty in locating the park on the Post Office site and the development of the final design of the park will require extensive coordination with the Post Office and adjacent property owner and extensive input from the community. The final park design will also require review by the Parks and Recreation Commission, the Planning Commission and approval by the City Council and there will be many opportunities for community input on the design of park throughout the process.

### **What Streets are Included in the Streets Designated for Improvements**

The Plan designates specific walking streets to establish a sense of hierarchy within the existing grid and to communicate to residents and visitors the best way to reach new parks, retail nodes, the Metrorail Station, and other destinations on foot. The proposed formula provides for

streetscape improvements to 19 block faces along the walking streets. An additional 10 block faces along the walking streets will be improved as redevelopment occurs and will be funded by the developers of the adjacent sites (see Figure 6 in the staff report). The funding formulas include costs for only those 19 block faces. One of the issues raised at the hearing was whether or not other streets in the Parker-Gray district could be improved through the implementation funds, or whether they could be improved only through traditional CIP funding. While the Plan clearly prioritizes the designated walking streets, and the funding formula is based only on the designated walking streets, there is flexibility in the Plan to address this issue.

Also, there is some opportunity for additional funds to be provided by properties that wish to redevelop, and request rezonings, that were not among the 13 sites evaluated as part of the funding formula. While the Plan does not specifically recommend higher densities for those sites, it is possible that they will in the future be able to make an argument that increased density and a mix of uses better fulfills the intent of the plan, and can successfully apply for a rezoning and a small area plan amendment. If that occurs, these sites would also be required to provide some contribution to the established amenity and open space funds. A preliminary investigation indicates that as much as another \$500,000 might eventually become available through this means.

Also, there is a possibility that because the cost estimates are conservative, there could be money left over for additional streetscaping on other streets. Furthermore, the Plan specifically states that some of the retail funds can be used for façade and streetscaping improvements, especially along Queen Street. It also states on page 118 that “The public amenities described in earlier chapters include . . . streetscape enhancements on the four designated “walking streets” and elsewhere . . .” While this is no guarantee that money for streetscape enhancements to streets in Parker-Gray will become available, and while the full Braddock Implementation Advisory Group will be consulted as part of the process, it does provide the possibility through several different means.

Funding the improvements for all of the nonwalking streets would add approximately \$ 3.59/sf to the existing community amenities for a total of \$9.7 million to \$9.8 million additional dollars. The proposed formula in the non-catalyst phase is already \$2.10 higher per square foot than the open space requirement in Eisenhower East. An increase in the formula may discourage redevelopment, without which there will be no amenities. Furthermore, as stated previously, there is adequate flexibility in the Plan, as well as opportunities for additional funding, to make a change unnecessary.

### **BRADDOCK IMPLEMENTATION ADVISORY GROUP**

The Braddock Implementation Advisory Group (BIAG) met on May 20 and discussed City Council’s comments on the funds, formula and open space. After a substantive discussion about the advantages and disadvantages of increasing the formula to include additional streetscape costs and public art, the BIAG recommended no increase in the amount of the formula. BIAG members agreed that improvements on streets in the Parker Gray Historic District are desirable and noted that the Plan provides flexibility in the prioritization of improvements. The BIAG stated that they would consider prioritization of community amenity funds for both walking and

non-walking streets in future discussions about prioritization. They also indicated their desire to advocate for prioritization of city capital improvement program funds for improvements during the city's capital improvement program process. On public art, they recommended a citywide strategy and fund for developer contributions with dollars earmarked for art in the Braddock area. They also recommended that charitable contributions to the fund be tax deductible.

Staff does not recommend an increase in the formula to include streetscape improvements on nonwalking streets and public art. Staff recommends that the City Council adopt the Planning Commission's recommendation to establish the formula and fund which includes a new condition #9 that allows it to consider whether modest changes to an existing building and use requested by a nonprofit organization trigger the requirement to contribute the funds.

**FISCAL IMPACT:** The developer contribution formula is estimated to generate \$5.95 million (in 2009 dollars) for the Braddock Community Amenities Fund and Braddock Open Space Fund. Over time, and subject to competition for city capital funding in its annual Capital Improvement Program (CIP) process, the City would also contribute \$5.95 million towards projects to be paid by these two funds. The Braddock Small Area Plan process contemplated that the source of the City funding would derive from 20% of new real estate taxes generated by the redevelopment of thirteen blocks which when redeveloped will equate to 2.34 million square feet of redevelopment within the Braddock Small Area Plan boundaries. There is no direct fiscal impact of establishing the fund accounts and formula for developer contributions. However, there is an indirect fiscal impact which involves staff administration of the program absorbed by the staff of the Department of Planning and Zoning.

**ATTACHMENTS:**

Attachment 1. Staff report to City Council dated May 6, 2009

Attachment 2. Staff report to Planning Commission dated March 5, 2009

**STAFF:**

Mark Jinks, Deputy City Manager

Faroll Hamer, Director, Planning and Zoning

Jeffrey Farmer, Deputy Director, Planning and Zoning

Kathleen Beeton, Division Chief, Planning and Zoning

Veronica Davis, Urban Planner, Planning and Zoning

Richard Baier, Interim Director, Recreation, Parks and Cultural Activities

Laura Durham, Open Space Coordinator, Recreation, Parks and Cultural Activities

Alisa Carrel, Director, Office of the Arts, Recreation, Parks and Cultural Activities

Attachment 1

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5-16-09

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5-12-09~~

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 6, 2009  
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL  
FROM: JAMES K. HARTMANN, CITY MANAGER  
SUBJECT: ESTABLISHMENT OF BRADDOCK OPEN SPACE FUND ACCOUNT AND BRADDOCK COMMUNITY AMENITIES FUND ACCOUNT

**ISSUE** Establishment of a Braddock Open Space Fund Account and a Braddock Community Amenities Fund account, and, approval of a formula for developer contributions as part of the Braddock Metro Neighborhood Plan Implementation Strategy.

**RECOMMENDATION:** That City Council receive the report, including the recommendations which were recommended for approval by the Planning Commission, and set the report and recommendations for a public hearing and adoption on May 16, 2009.

**BACKGROUND:** On March 5, 2009, the Planning Commission held a public hearing and recommended approval of the request to establish the Braddock Open Space Fund account, the Braddock Community Amenities Fund account, and a formula for developer contributions as a part of the implementation strategy for the Braddock Metro Neighborhood Plan.

The issue of whether or not to bring these recommendations to the City Council for consideration was discussed by staff, and because there is no legal requirement, they were not docketed for the March Council public hearing. Since the March 5<sup>th</sup> Planning Commission meeting, the Inner City Civic Association has requested that it be placed on the City Council docket for a Council public hearing. (The East Eisenhower amenity fund, on which these formulas are based, was the subject of a City Council public hearing in 2006 and the Madison Development Special Use Permit implied Council approval of the developer contribution policy.)

The Braddock Metro Neighborhood Plan (BMNP or Plan) approved by the Planning Commission and City Council in March 2008, recommends a series of public amenities such as streetscape improvements and an approximately one acre park to be implemented as redevelopment occurs in the neighborhood. Using the previously approved Eisenhower East Open Space Fund Account as a framework, staff is recommending the establishment of two dedicated accounts, the Braddock Open Space Fund Account (OSF) and the Braddock Community Amenities Fund Account (CAF), to ensure that the necessary funding is available for improvements recommended by the Braddock Plan. The Plan also recommends that developers

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within the Braddock neighborhood contribute half of the cost of the required improvements required by each fund based on each development's pro rata share, and the City will provide the matching half of the cost of the improvements.

Staff is recommending that the developer contributions be divided into three tiers: Catalyst projects, Non-Catalyst projects and Density Bonus projects.

- **Catalyst:** Applies to early projects that preceded or were concurrent with the BMNP and were approved prior to the adoption of this proposed policy. The catalyst rate recognizes current market conditions and is intended to serve as a "catalyst" to enable these early projects to proceed in order to provide amenities to the community while also improving the market for subsequent projects.
- **Non-catalyst:** Applies to all projects that are submitted subsequent to the approval of this policy and have the advantage of factoring the OSF and CAF costs into their pro forma.
- **Density Bonus:** Applies to sites that were recommended in the BMNP for rezoning to a higher density.

Staff has developed costs associated with all of the improvements recommended by the Braddock Plan based on current land values, park design and construction, infrastructure and streetscape improvements, and the estimated cost of establishing a small business stabilization and recruitment program. The Plan designates thirteen redevelopment blocks which when redeveloped will equate to 2.34 million square feet (SF) of redevelopment. In addition, the Plan designates four public housing blocks for redevelopment of 1.1 million to 1.4 million SF. As discussed in more detail below, the public housing sites are not included in the development sites that will be required to make a monetary contribution to either account. Based on a total estimated cost of \$11.9 million (\$9.6 million for acquisition, design and construction of the park and \$2.3 million for streetscape and retail enhancements) for all improvements, both the City and the developers/property owners (exclusive of the public housing sites) would plan on contributing approximately \$5.95 million into the accounts.

Staff recommends a developer "fair-share contribution" defined in Table 1 which reflects a tiered rate structure. Three total rates for fair share contribution will apply: \$1.32, \$4.23 and \$6.46 per allowable gross square foot.

**Table 1 - Developer Contribution Rates<sup>1,2,3</sup>**

Fund Account	Catalyst Projects (Blocks 1, 3, and 10)	Non-Catalyst Projects	Non-Catalyst Projects Plus Density Bonus
Open Space	\$ 0.92 /SF	\$3.67/SF	\$5.76/SF
Community Amenities	\$0.40/SF	\$0.56/SF	\$.70/SF
<b>Total</b>	<b>\$1.32/SF</b>	<b>\$4.23/SF</b>	<b>\$6.46/SF</b>

1. The funding formula is subject to an escalation clause equivalent to the CPI for all Urban Consumers (CPI-U) Washington-Baltimore adjusted annually on January 1, starting on January 1, 2010.
2. Developer contributions will be paid prior to the release of the first certificate of occupancy.
3. Block 1 (Jaguar) and Block 6 (Metro) will receive a credit for Plan-required on-site open space/parks.

The proposed contributions are based on half (the City plans to match the remaining half) of the total cost of improvements outlined above by the total allowable gross square feet of

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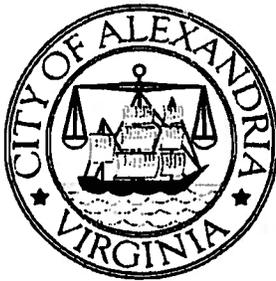
development for the thirteen (excluding the public housing blocks) designated redevelopment blocks in the Plan. Staff is recommending that the public housing blocks (Blocks 14 through 17) not be required to contribute to the open space or community amenities fund accounts. The reasoning for not including the public housing blocks to participate is that the funds are intended to provide "public benefit amenities" for the neighborhood. The benefit provided through the redevelopment of the public housing blocks is the mixed income communities recommended by the Braddock East Plan, which will not be provided by the other redevelopment blocks. In addition, the redevelopment of the public housing sites will still require streetscape improvements such as underground utilities and on-site open space when each block redevelops. The City is also assisting in funding a portion of the planned open space on one of the to-be redeveloped public housing blocks.

**FISCAL IMPACT:** The developer contribution formula is estimated to generate \$5.95 million (in 2009 dollars) for the Braddock Community Amenities Fund and Braddock Open Space Fund. Over time, and subject to competition for City capital funding in its annual Capital Improvement Program (CIP) process, the City would also contribute \$5.95 million towards projects to be paid by these two funds. The Braddock Small Area Plan process contemplated that the source of the City funding would derive from 20% of new real estate taxes generated by the redevelopment of thirteen blocks which when redeveloped will equate to 2.34 million square feet of redevelopment within the Braddock Small Area Plan boundaries. There is no direct fiscal impact of establishing the fund accounts and formula for developer contributions. However, there is an indirect fiscal impact which involves staff administration of the program absorbed by the staff of the Department of Planning and Zoning.

**ATTACHMENT:** Staff report to Planning Commission dated March 5, 2009

**STAFF:**

Mark Jinks, Deputy City Manager  
Faroll Hamer, Director, Planning and Zoning  
Jeffery Farner, Deputy Director, Planning and Zoning  
Karl Moritz, Deputy Director, Strategic and Long Range Planning  
Kathleen Beeton, Division Chief, Planning and Zoning  
Carrie Beach, Urban Planner, Planning and Zoning  
Veronica Davis, Urban Planner, Planning and Zoning  
Brandi D. Collins, Urban Planner, Planning and Zoning  
Laura Durham, Open Space Coordinator, Recreation, Parks and Cultural Activities  
Cicely Woodrow, Administrative Officer, Planning and Zoning



**DOCKET ITEM #12**  
***Braddock Metro Neighborhood Plan Implementation Formulas***

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<b>Project Name:</b> Braddock Metro Neighborhood Plan Implementation Formulas	<b>Planning Commission Hearing:</b>	March 5, 2009
	<b>City Council Hearing:</b>	May 16, 2009.
<b>Description:</b> Consideration of a proposal to establish a Braddock Open Space Fund Account and a Braddock Community Amenities Fund Account and a formula for developer contributions as part of the Braddock Metro Neighborhood Plan Implementation Strategy.		
<b>Staff:</b> Department of Planning and Zoning		

**PLANNING COMMISSION ACTION, MARCH 5, 2009:** On a motion by Mr. Wagner, seconded by Ms. Lyman, the Planning Commission voted to recommend approval of the request. The motion carried on a vote of 6 to 0. Mr. Dunn was absent.

**Reason:** The Planning Commission concurred with staff's recommendations to establish the two accounts, and the creation of three phases of contribution depending on the period in which development occurs.

**Speakers:**

Patricia Schubert, former President of the Inner City Civic Association and current board member for the Federal of Civic Associations, spoke in support of the funding formulas and establishment of the Community Amenities Fund and Open Space Fund accounts. She thanked staff for their hard work and expressed her enthusiasm for the implementation process.

Leslie Zupan, current President of the Inner City Civic Association, expressed the concerns related to the funding formulas. She expressed concerned that Jaguar's contributions were reduced from the estimate in the Plan, that the detailed cost estimates were not made public, that the funds formulas do not include improvements along non-walking streets, that the Park configuration along Route 1 was not recommended in the Plan, and that the parking issues were not addressed.

## I. SUMMARY

The Braddock Metro Neighborhood Plan (BMNP or Plan) approved by the Planning Commission and City Council in March 2008, recommends a series of public amenities such as streetscape improvements and an approximately one acre park to be implemented as redevelopment occurs in the neighborhood. Using the previously approved Eisenhower East Open Space Fund Account as a framework, staff is recommending the establishment of two dedicated accounts, the Braddock Open Space Fund Account (OSF) and the Braddock Community Amenities Fund Account (CAF), to ensure that the necessary funding is available for improvements recommended by the Braddock Plan. The Plan also recommends that developers within the Braddock neighborhood contribute half of the cost of the required improvements required by each fund based on each development's pro rata share, and the City will provide the matching half of the cost of the improvements.

Staff is recommending that the developer contributions be divided into three tiers: Catalyst projects, Non-Catalyst projects and Density Bonus projects.

- **Catalyst:** Applies to early projects that preceded or were concurrent with the BMNP and were approved prior to the adoption of this proposed policy. The catalyst rate recognizes current market conditions and is intended to serve as a "catalyst" to enable these early projects to proceed in order to provide amenities to the community while also improving the market for subsequent projects.
- **Non-catalyst:** Applies to all projects that are submitted subsequent to the approval of this policy and have the advantage of factoring the OSF and CAF costs into their pro forma.
- **Density Bonus:** Applies to sites that were recommended in the BMNP for rezoning to a higher density.

Staff has developed costs associated with all of the improvements recommended by the Braddock Plan based on current land values, park design and construction, infrastructure and streetscape improvements, and the estimated cost of establishing a small business stabilization and recruitment program. The Plan designates thirteen redevelopment blocks which when redeveloped will equate to 2.34 million square feet (SF) of redevelopment. In addition, the Plan designates four public housing blocks for redevelopment of 1.1 million to 1.4 million SF. As discussed in more detail below, the public housing sites are not included in the development sites that will be required to make a monetary contribution to either account. Based on a total estimated cost of \$11.9 million (\$9.6 million for acquisition, design and construction of the park and \$2.3 million for streetscape and retail enhancements) for all improvements, both the City and the developers/property owners (exclusive of the public housing sites) would plan on contributing approximately \$5.95 million into the accounts.

## Braddock Metro Neighborhood Plan Implementation Formulas

The total proposed rates (including the OSF and CAF contributions) for each tier will be \$1.32 for the catalyst tier, \$4.23 for the non-catalyst tier and \$6.46 for the density bonus tier. As discussed in more detail below, "credit" will be given to the two sites (Block 6 - Metro and Block 1 - Jaguar) that will be providing public open space-parks required by the Braddock Plan. Consistent with the Eisenhower Open Space Fund Account, the amounts will be adjusted for inflation annually based on changes to the Consumer Price Index for all Urban Consumers (CPI-U) for Washington-Baltimore area for the prior year.

Based on the precedents of the Eisenhower East Open Space Fund Account and the approved tiered approach for fair share contributions in the Landmark/Van Dorn Plan, as well as community outreach and analysis, the proposed fund framework and contribution formula will ensure the comprehensive implementation of community amenities as recommended in the Braddock Plan.

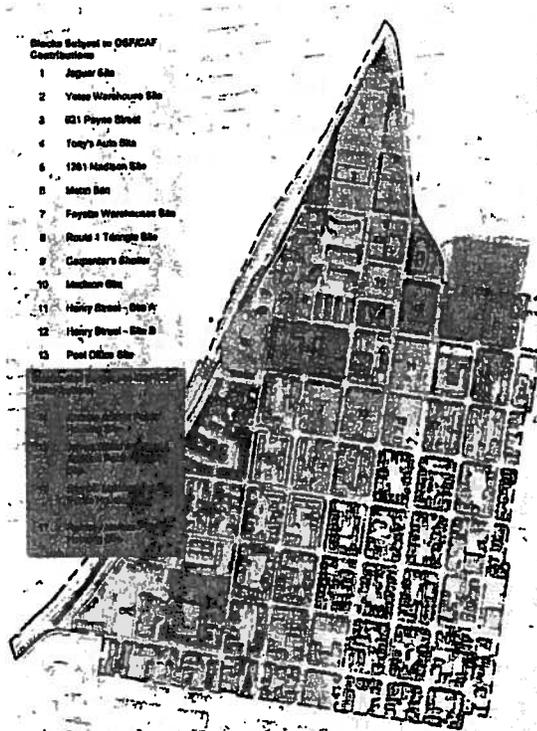


Figure 1 - Development Blocks Subject to OSF and CAF

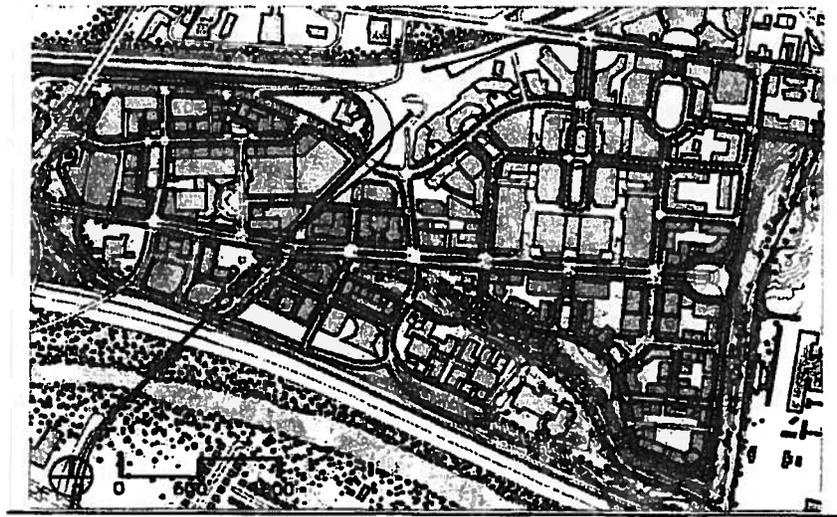
The illustrative map in Figure 1 indicates the development blocks anticipated for redevelopment in the Plan that are required to pay in to the Braddock OSF and CAF.

## II. BACKGROUND

### A. Eisenhower East Open Space Fund

The proposed funding formulas are based on the *Eisenhower East Open Space Fund* Account. For the Eisenhower East Open Space Fund Account, the Planning Commission approved a funding requirement of \$2.13 per allowable gross floor area (adjusted annually for CPI-U) for all new development within Eisenhower East. The funding is for the acquisition, design and construction of a 23-acre network of open spaces. The open space monies are collected at the certificate of occupancy permit for each site and to date \$984,961 has been collected. In addition, approximately 2.5 acres of land has been dedicated (encumbered or in the process) for open space/parks. The proposed funding for Braddock follows the Eisenhower East model of a "fair-share contribution" formula based on the public amenities costs estimates as discussed in Section III. Figure 2 depicts the Eisenhower Park planned to be funded by the Eisenhower East Open Space Fund Account.

**Figure 2 - Carlyle/Eisenhower East Dedicated Open Space Fund**



### **B. Landmark/Van Dorn Corridor Plan**

In preparing a formula for developer contributions as part of the Landmark/Van Dorn planning process, it was acknowledged that projects that develop later benefit from improvements such as parks and streetscape improvements implemented by earlier projects. To address this issue, the Landmark/Van Dorn Corridor Plan provides a lower contribution rate to “pioneers” who develop in the area prior to the implementation of new infrastructure or the redevelopment of the Mall. Two subsequent rates apply to later phases of redevelopment that can benefit from the infrastructure amenities and value created by earlier projects. Similar to the approach in the Landmark Plan, the proposed developer contributions for the Braddock area provide a tiered formula for developer contributions based on timing of development and density bonuses as a result of the Braddock Plan.

### **C. Braddock Metro Neighborhood Plan**

The Plan calls for a series of community amenities including:

- A “new public park in the heart of the neighborhood” of at least one acre in size.
- Streetscape enhancements (street lights, street trees and new sidewalks) on up to 29 blocks of the five designated walking streets (Fayette, Wythe, Madison, West and two blocks on Queen Street).
- Intersection improvements (bulb-outs, traffic signals and enhanced crosswalks) at six intersections. (West and Madison, West and Wythe, Fayette and Madison, Fayette and Wythe, Fayette and Queen, and Fayette and Route 1).
- Undergrounding of utilities in select locations.
- Funding for recruiting and stabilizing locally-owned neighborhood businesses to enhance the neighborhood.

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Braddock Metro Neighborhood Plan  
Implementation Formulas

In order to fund and construct the amenities, the Braddock Plan calls for the establishment of funds to capture revenue from new development, with the actual amount of developer contributions to be determined subsequent to the adoption of the Plan. The Plan states, "Most of the funds for these public improvement projects will come from new development and by City capital investments which can be supported through the increased tax revenue that new development will create." The Plan also acknowledges that similar to other parts of the City such as Eisenhower East and Landmark that the redevelopment and the accompanying developer contributions will occur in the short to mid-term. The Plan assumes a 20-year build-out period where developer contributions and other funds will pay for the public improvements.

### III. STAFF ANALYSIS

#### A. Formula for Open Space and Community Amenities Accounts

Staff recommends a developer "fair-share contribution" defined in Table 1 which reflects a tiered rate structure. Three total rates for fair share contribution will apply: \$1.32, \$4.23 and \$6.46 per allowable gross square foot.

**Table 1 - Developer Contribution Rates<sup>1, 2, 3</sup>**

Fund Account	Catalyst Projects (Blocks 1, 3, and 10)	Non-Catalyst Projects	Non-Catalyst Projects Plus Density Bonus
Open Space	\$ 0.92 /SF	\$3.67/SF	\$5.76/SF
Community Amenities	\$0.40/SF	\$0.56/SF	\$.70/SF
<b>Total</b>	<b>\$1.32/SF</b>	<b>\$4.23/SF</b>	<b>\$6.46/SF</b>

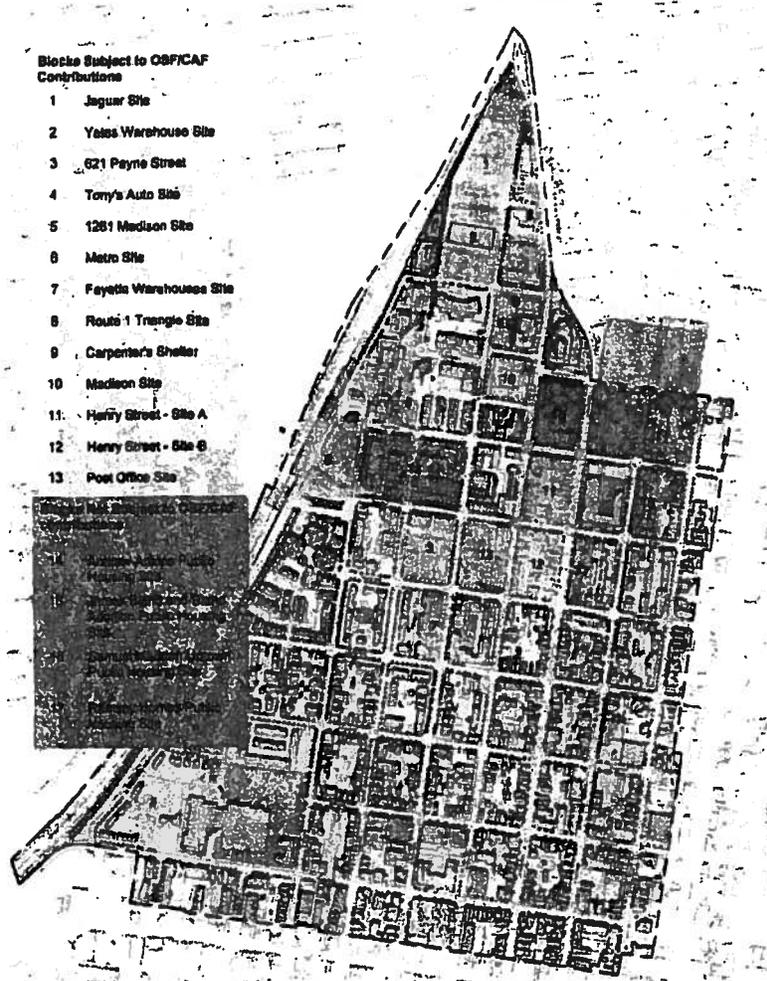
1. The funding formula is subject to an escalation clause equivalent to the CPI for all Urban Consumers (CPI-U) Washington-Baltimore adjusted annually on January 1, starting on January 1, 2010.
2. Developer contributions will be paid prior to the release of the first certificate of occupancy.
3. Block 1 (Jaguar) and Block 6 (Metro) will receive a credit for Plan-required on-site open space/parks.

The proposed contributions are based on half (the City plans to match the remaining half) of the total cost of improvements outlined above by the total allowable gross square feet of development for the thirteen (excluding the public housing blocks) designated redevelopment blocks in the Plan. Staff is recommending that the public housing blocks (Blocks 14 through 17) not be required to contribute to the open space or community amenities fund accounts. The reasoning for not including the public housing blocks to participate is that the funds are intended to provide "public benefit amenities" for the neighborhood. The benefit provided through the redevelopment of the public housing blocks is the mixed income communities recommended by the Braddock East Plan, which will not be provided by the other redevelopment blocks. In addition, the redevelopment of the public housing sites will still require streetscape improvements such as underground utilities and on-site open space when each block redevelops. The City is also assisting in funding a portion of the planned open space on one of the to-be redeveloped public housing blocks.

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Figure 3 - Blocks Identified for Redevelopment by the BMNP



Simply dividing the total development (2.34 million SF) by half of the total cost of improvements (\$5.95 million) equates to \$2.54 per allowable square foot of development. Staff then refined the formula to address the concept of a catalyst, non-catalyst and density bonus tiers. The early catalyst phases would pay 22% of the total recommended improvements. The non-catalyst phases, which benefit from the redevelopment and associated amenities of earlier projects, would pay 55%. Finally, the density bonus projects which received additional density as part of the Plan would pay 23% of the total contributions.

Similar to the approach within Eisenhower East where "credits" are given for sites which provide required on-site open space/parks, staff is recommending that the two sites that are required by the Plan to provide a park on-site (Block 6 - Metro and Block 1 - Jaguar) be permitted to deduct a portion of their open space contribution. Staff is recommending that half of the cost of the park improvements (excluding land costs) be counted as a "credit" or deducted from the open space contribution for each of the two sites. The

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credit is an acknowledgement of the total 1.55 acres of consolidated open space on these sites. While staff is recommending a credit for both of these sites the total contributions provided by all of the sites enable the implementation of the amenities envisioned by the Braddock Plan.

**Catalyst Projects**

Projects that are determined to be "catalyst" projects by virtue of their application submittal prior to or concurrent with the Plan, as well as early implementation, will qualify for the catalyst rate of \$1.32 per allowable gross square foot. This applies to early projects that preceded or were approved concurrent with the Plan and were approved prior to the adoption of this proposed policy. The catalyst rate recognizes current market conditions and is intended to serve as a "catalyst" to enable these early projects to proceed, adding amenities to the community and City while also adding value for subsequent projects. In order to qualify for the catalyst project contribution rate, projects must apply for their first certificate of occupancy and contribute to the fund within 60 months of adoption of this policy and have been approved before or concurrent with the Braddock Plan. As proposed the only three sites that would be eligible for the Catalyst rate would be Block 3 (Payne Street), Block 10 (Madison) and Block 1 (Jaguar).

**Non-Catalyst, Including Density Bonus Projects**

Non-catalyst projects will pay at a rate of \$4.23. Non catalyst projects that received bonus density- rezoning recommended in the Plan will pay at a rate of \$6.46.

**City Contribution**

The City's funding will be subject to the annual Capital Improvement Program (CIP) decision-making process, as well as annual considerations of appropriations by City Council. In addition to the City planning to pay half of the Open Space cost and half of the Community Amenities cost, the City will also pay to develop an open space/park on the James Bland site.

**B. Compliance with the Braddock Plan Requirements**

The Plan estimates a total cost of \$19 million to \$35 million to fund the recommended public amenities. Table 2, below, shows the categories of amenities recommended in the Plan and their associated cost estimates – both as reflected in the Plan and as currently estimated. The Open Space Fund Account (OSF) will exclusively fund the approximately one acre park. The Community Amenities Fund Account (CAF), in addition to other City funding and developer obligations as part of the development site plan and development special use permit process, will fund the remaining five categories of amenities as shown below.

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**Table 2 - Cost Estimate and Funding Sources**

PUBLIC AMENITIES	FUNDING SOURCE				Amount Provided as Part of Proposed CAF and OSF Funding (Braddock Plan Cost Range)
	Braddock Community Amenities Fund Account (CAF)	Braddock Open Space Fund Account (OSF)	Other City Funds	DSP or DSUP Condition and/or other Requirement	
Walking Streets	\$1,800,000		---	\$900,000	\$2,700,000 (\$3 - \$5 million)
Bikeways			\$300,000	\$400,000	\$700,000 (\$1-2 million)
Traffic Calming			\$370,000	\$200,000	\$570,000 (\$1-2 million)
New Community Park		\$9,600,000	---	---	\$9,600,000 (\$7-15 million)
Pocket Parks/Plazas			---	\$3 - \$5 million	\$3 - \$5 million (\$3 - \$5 million)
<b>TOTAL PHYSICAL IMPROVEMENTS</b>	\$1,800,000	\$9,600,000	\$670,000	\$4.5 - 6.5 million	\$16.5 - 18.5 million (\$15 - 20 million)
Neighborhood Retail	\$500,000				\$500,000 (\$4-6 million)
<b>TOTAL OTHER IMPROVEMENTS</b>	\$500,000				\$500,000 (\$4-6 million)
<b>TOTAL FUNDS (OSF and CAF)</b>	\$2,300,000	\$9,600,000			
<b>TOTAL OTHER SOURCES</b>			\$670,000	\$4.5 - 6.5 million	
<b>TOTAL IMPROVEMENTS</b>	\$11,900,000			\$5.2-7.2 million	\$17-19 million (\$19-33 million)

Although some of the revised current cost estimates are lower than the cost range reflected in the Plan, they are based on specific cost estimates of the construction and implementation of the required improvements rather than the general range provided by the Plan. The table also takes into account streetscape elements such as sidewalks, street trees, bulb-outs and underground utilities required as part of the development review process.

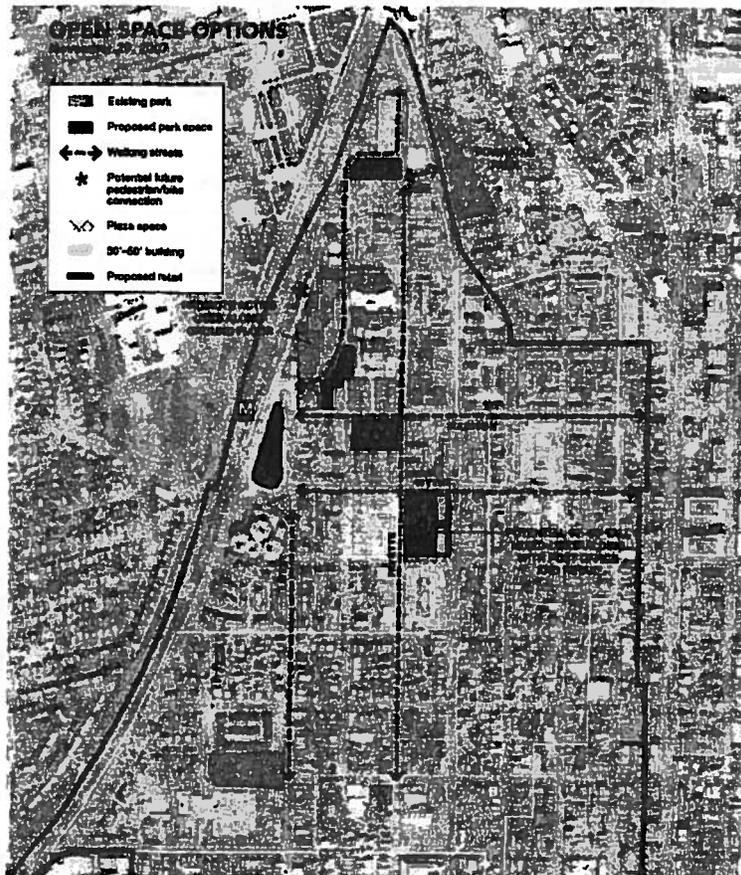
### III. OPEN SPACE FUND ACCOUNT (OSF)

The Braddock Plan recommends creating a new neighborhood park in the heart of the neighborhood at the intersection of at least two of the "walking streets." During the planning process, criteria were established for selecting an ideal park location. The criteria were to identify a parcel that is: large enough to accommodate a one-acre park; easily accessible by the community; includes existing or proposed residential or retail uses that contribute to the park's viability; and offers safety and visibility to public view. During the planning process, the community supported locating the park on the parcel currently occupied by the Post Office and warehouse space that is bounded by Fayette, Wythe, Henry, and Pendleton streets (shown as Option D in Figure 4). The community identified the Andrew Adkins block as an alternate (Option C), and the 1261 Madison

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parcel (Option A) as a third choice. A conceptual graphic of the park showed demolition of the entire site (including the existing post office building), and construction of two narrow buildings fronting Henry Street, with the park on the remaining area of the block.

**Figure 4 - Proposed Neighborhood Park Locations**



The park costs used in determining the formula for the OSF were based on the following:

- land acquisition (600 and 600 A North Henry Street)
- demolition (parking lots, portion of Post Office building)
- environmental assessment and remediation
- park design and construction (includes regrading, turf, trees, paths, benches, lighting, hardscape, landscaping, water fountains, bike racks, play structures, public art)
- undergrounding on contiguous blocks
- streetscaping on contiguous blocks

**Figure 5 - Aerial Photo of 600 and 600A N. Henry Street**



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The original estimate in the Plan for a new park was \$7 million to \$15 million, shown in Table 2 above. Staff developed refined estimates for each of the costs involved in designing and constructing a new one acre park. In addition, staff used actual design and construction costs for recently constructed parks in the City such as John Carlyle Square and the park on Carlyle Block 27, as well as an estimate from a consultant based on the parameters of the park. The analysis resulted in a total estimated cost of \$9.6 million for a one acre neighborhood park, which is within the anticipated range shown in the Plan. The City and new development will share the \$9.6 million cost equally at approximately \$4.8 million each.

As stated, the estimated park cost was based on current land values, demolition, remediation, park design and construction cost, streetscaping and undergrounding. The process for estimating the cost for the park is not intended to indicate a chosen design or location. The final location and park design will be determined through a public process involving the community, the Parks and Recreation Commission, the Planning Commission and City Council. It should be noted that estimating the cost of acquiring land is somewhat subjective, as market conditions at the time of the sale, seller needs, as well as relocation costs could vary widely from these estimates.

### **IV. COMMUNITY AMENITIES FUND ACCOUNT (CAF)**

In addition to the open space amenities discussed above, the Plan recommends streetscape improvements, traffic calming and intersection improvements, and the recruitment and stabilization of locally-owned, neighborhood-oriented businesses as public amenities for the neighborhood. Streetscape improvements include sidewalks, curbs, street trees, and lighting. Traffic calming and intersection improvements include curb extensions, traffic signals, and crosswalks. The Plan also calls for funds for the revitalization of businesses and enhancements for existing buildings along Queen Street and to create and subsidize retail space at the Braddock Metro site, as well as general support to assist in small business recruitment and retention.

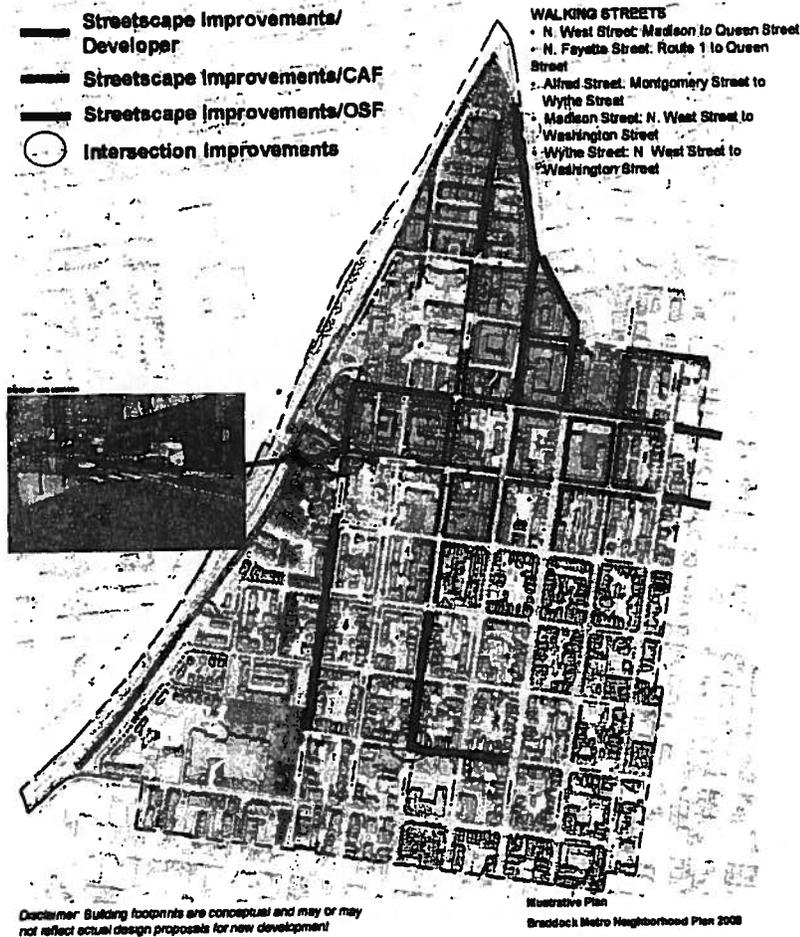
#### **Walking Streets**

The Plan calls for the improvement of up to 29 "block faces" along Fayette, Madison, West and Wythe Streets, the Plan's identified "walking streets," for an estimated cost of \$3 million to \$5 million. As sites redevelop in the area, they will be required to perform streetscape improvements on contiguous block faces through the City's development review process. Based on the sites anticipated for redevelopment, ten block faces will be improved through the development review process for an approximate total cost of \$900,000 (an additional two blocks will be improved as part of the approved James Bland redevelopment). Streetscape improvements for the remaining 19 block faces will cost an estimated \$1.8 million, which will be funded through the proposed Community Amenities Fund Account, half funded by the City, half funded by developer "fair share contributions". Figure 6 depicts the planned streetscape improvements.

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# Braddock Metro Neighborhood Plan Implementation Formulas

## Figure 6- Proposed Streetscape and Intersection Improvements



### Neighborhood Retail

The Plan recommends providing funds to support neighborhood retail. The original estimate in the Plan, recommended by the City's consultant, was identified at \$4 million to 6 million. After Plan adoption, discussions with business recruitment and economic development officials indicate that the Plan's objectives can be achieved with a reduced level of funding. The current estimated cost of \$500,000 will be funded by the CAF (shared equally by the City and new development at \$250,000 each).

The scope of the fund could include enhancements for existing buildings, sidewalks, and signage along Queen Street, façade improvements, recruiting high-quality, new retail, restaurants, and other businesses to the Braddock Metro site and Queen Street, technical assistance to business owners, historic preservation efforts, and rent subsidies. Staff is working with Alexandria Economic Development Partnership (AEDP) and the Small Business Development Center (SBDC) to identify needs and opportunities that can realistically be funded and implemented in order to successfully strengthen locally-owned small business in the Braddock Metro Neighborhood. Some of these program elements

would be new for the City and as a result need to be carefully reviewed before adoption. The City is partnering with AEDP and SBDC to develop a comprehensive strategy, and Staff recommends targeting up to \$500,000 in the CAF to fund initial efforts. The Braddock IAG will assist in the programming of these funds.

## V. Public Amenities Funded by Other Sources

### Bikeways

The Plan recommends improvements along Fayette Street to facilitate enhanced bike circulation for a total current estimated cost of \$700,000. All of the curb extensions on Fayette recommended in the Plan are adjacent to parcels anticipated for redevelopment. Projects will be obligated to construct curb extensions through the development review process, at an estimated total cost of \$400,000.

### Traffic Calming

The Plan recommends traffic calming improvements including curb extensions, a traffic signal, and crosswalks for a total current estimated cost of \$570,000. The cost of the curb extensions recommended on West Street is estimated at \$200,000 and will be required by the development review process of the adjacent Metro parcel when developed. The estimated cost of the traffic signal and special crosswalks is \$370,000 and will be funded by the City.

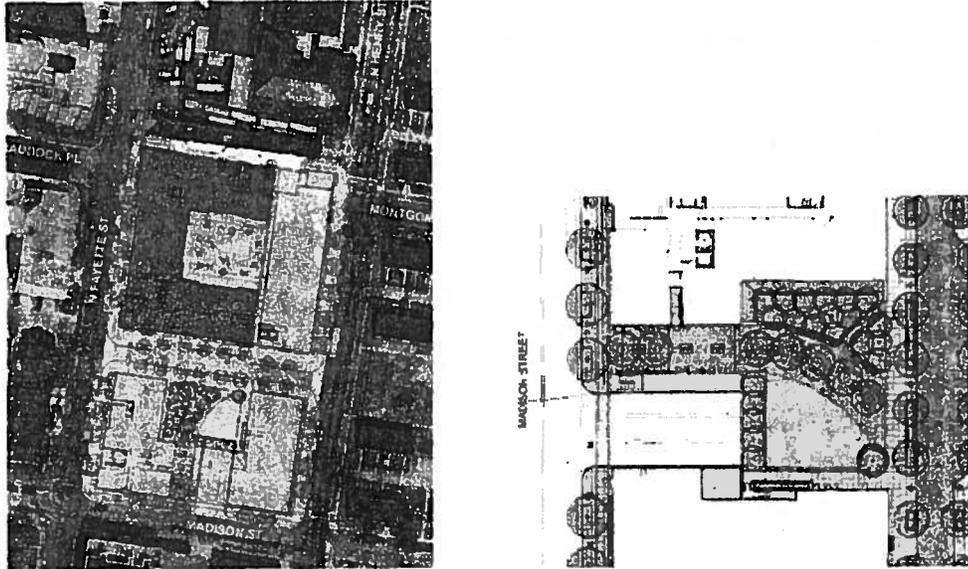
### Pocket Parks/Plazas

The Plan recommends publicly accessible pocket parks and plazas throughout the neighborhood. The pocket parks recommended in the Plan will be implemented by new development as it occurs, as required through the development review process, similar to the publicly accessible pocket parks required as part of the approval process for The Madison and Payne Street redevelopments. The parks will be privately owned and maintained, but publicly accessible and will result in a series of open spaces throughout the neighborhood to reinforce existing and new trails and the new community park. The Plan provided an original estimate of \$3 million to \$5 million for the value of the privately implemented pocket parks. This cost range is within the parameters of the anticipated value of the pocket parks.

Figure 7 - Payne Street publicly accessible open space



Figure 8 - Madison site plan and publicly accessible open space plan



## VI. COMMUNITY OUTREACH

Staff held meetings with the community on January 12 and February 9, 2009 to provide information and follow-up regarding the process for establishing the funds accounts and formulas, answer questions, and garner feedback. Meeting notes and other post-meeting materials are available on the Planning and Zoning website. The community expressed three main concerns:

1. *The location of the park as depicted in a conceptual graphic presented by Staff at the community meetings.* Staff has explained that the generic park concept shown at the community meeting was solely for the purposes of estimating the cost of a one acre neighborhood park. It was not meant to imply the park design nor preclude any other possible locations and/or configurations. The final location and park design will be determined as part of the implementation process with assistance from the Implementation Advisory Group.
2. *The difference in estimated costs of public amenities in the Plan versus the cost estimates presented at the February 9<sup>th</sup> meeting.* Staff has explained that the cost estimates in the Plan were preliminary and intended as a guide. Since City Council's March 2008 adoption of the Plan, Staff has work to develop more refined estimates based on current projects throughout the City. Although some of the revised estimates are lower, Staff is confident that the estimates will adequately cover all of the public amenities recommended in the Plan. In addition, there was some confusion regarding the cost estimate tables presented at the meeting. Staff has revised the tables (see Attachment 4) at the request of the community for clarity.

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3. *Clarification on which properties are subject to the "fair share contribution."*  
Staff has clarified in Figure 1 the staff report recommendations the properties that will be subject to the "fair share contributions".

Staff also worked with the development community and communicated with property owners subject to the "fair share contribution" to the proposed funds. In addition, materials regarding the proposed funds and formulas were posted to the Planning and Zoning Braddock Implementation webpage for community review.

**Braddock Implementation Advisory Group**

As recommended in the Plan, an Implementation Advisory Group (IAG) has been established to guide implementation of the Plan over time. This group will help prioritize improvements in the neighborhood and review programming and design of the neighborhood park as funds are accrued and the land is acquired.

**VII. STAFF RECOMMENDATIONS**

Staff recommends **approval** of the creation of the Braddock Open Space Fund Account (OSF) and the Community Amenities Fund Account (CAF) and the applicable developer contribution formulas subject to the following and all applicable codes and ordinances.

<b>Fund Account</b>	<b>Catalyst Projects</b> (Jaguar, Madison, Payne Street Projects)	<b>Non-Catalyst Projects</b>	<b>Non-Catalyst Projects Plus Density Bonus</b>
Open Space	\$ 0.92 /SF	\$3.67/SF	\$5.76/SF
Community Amenities	\$0.40/SF	\$0.56/SF	\$.70/SF
<b>Total</b>	<b>\$1.32/SF</b>	<b>\$4.23/SF</b>	<b>\$6.46/SF</b>

- Each development site plan and/or development special use permit designated as a redevelopment parcel in the Braddock Metro Neighborhood Plan (Blocks 1-13) as depicted in Figure 1 shall be required to provide a total monetary contribution to the Braddock Open Space Fund Account and Community Amenities Fund Account in the amount of \$1.32 for catalyst projects, \$4.23 for non-catalysts projects and \$6.46 for density bonus-rezoning projects per square foot of gross allowable development. The distribution of the total monetary contribution shall comply with the rate chart above.
- Eligible catalyst projects shall be defined as those projects that received their approvals prior to or concurrent with the Plan, which shall be limited to Block 1 (Jaguar), Block 10 (Madison), and Block 3 (621 North Payne Street). In order to qualify for the catalyst rate, these projects shall apply for their first certificate of occupancy and contribute to each of the funding accounts within sixty (60) months of adoption of this policy by the Planning Commission. For multiple phase catalyst projects, the first phase shall be required to achieve a

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certificate of occupancy permit within 60 months as required herein and subsequent phases shall be required to have an approved certificate of occupancy permit for each subsequent phase within twenty-four (24) months of the prior phase.

3. Non-Catalyst projects shall be defined as those projects that apply for their first certificate of occupancy more than 60 months after the adoption of this policy and that did not submit a development application prior to or concurrent with the BMNP.
4. Bonus density projects shall be defined as those projects that the Plan recommended to receive additional density through a rezoning.
5. Developer contribution(s) shall be paid prior to the release of the first certificate of occupancy for each building.
6. Monetary credit for on-site open space will be given to projects required by the BMNP to provide a significant public park onsite. The two sites that are required by the Braddock Plan to provide a public park on-site are Block 6 (Metro) and Block 1 (Jaguar). These sites shall be permitted to deduct a portion of their open space contribution in the amount of half of the cost of the park improvements (excluding land costs). For Block 6 (Metro), this amount shall not exceed \$517,500 or a rate of \$22.50 per square foot of public open space-plaza space provided. For Block 1 (Jaguar), this amount shall not exceed \$375,000 or a rate of \$15.00 per square foot of public open space provided.
7. The Braddock OSF and CAF formulas shall be subject to an escalation clause equivalent to the CPI for all Urban Consumers (CPI-U) for Washington-Baltimore area adjusted annually on January 1, starting on January 1, 2010, based on the change in CPI-U for the prior twelve months.
8. The OSF and CAF contribution rate shall be based on the year starting January 1 that the development receives its certificate of occupancy.
9. CONDITION ADDED BY PLANNING COMMISSION: The Director of Planning and Zoning may review applications for modest changes to an existing building and use that are requested by a non-profit organization to continue to fulfill its mission and the Planning Commission may find that such an application does not constitute "redevelopment" for the purposes of triggering the payment(s). (PC)

**STAFF:**

Faroll Hamer, Director, Planning and Zoning;  
Jeffrey Farnier, Deputy Director, Development;  
Karl Moritz, Deputy Director, Strategic and Long Range Planning;  
Kathleen Beeton, Division Chief, Neighborhood Planning and Community Development;  
Brandi D. Collins, Urban Planner;  
Carrie Beach, Urban Planner;  
Veronica O. Davis, Urban Planner; and  
Laura Durham, Recreation, Parks and Cultural Activities.

**ATTACHMENTS:**

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**Braddock Metro Neighborhood Plan  
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1. OSF and CAF Detailed Cost Estimate
2. Total Developer Contribution by Block
3. Meeting Notes from January 12, 2009
4. Meeting Q&A from February 9, 2009
5. Memo to Planning Commission
6. Correspondence with ICCA

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Attachment 1

**Braddock Funds Cost Estimate Detail**

**Open Space Fund Account (OSF) 46,250 SF park**

Item	Cost
Land acquisition-tax assessment 600 N Henry	\$2,713,000
Land acquisition-tax assessment 600A N Henry	\$2,977,000
Envtl Assessment/Remediation	\$100,000
Demolition (600, 600A N Henry)	\$470,000
Park des/devt 31,250 SF passive @\$30/SF	\$1,613,000
Park des/devt 15,000sf plaza @\$45/SF	
Utility undergrd Henry, Fayette, Pendleton (950lf @\$1500/LF)	\$1,425,000
Streetscape Henry, Fayette, Pendleton (950lf @\$318/LF)	\$302,000
<b>TOTAL OSF COST (50% paid by City, 50% paid by new development)</b>	<b>\$9,600,000</b>

<b>Community Amenities Fund (CAF)</b>	
Item	Cost
Streetscaping for all walking streets not otherwise covered by new development (sidewalks, street trees, lighting, signage)	\$1,800,000
Small Biz Retention/Assistance	\$500,000
<b>TOTAL CAF COST (50% paid by City, 50% paid by new development)</b>	<b>\$2,300,000</b>

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Attachment 2

Total Developer Contributions by Site

BLOCK #	Site	Applicable Tier	Total Allowable Devt. (SF)	OSF rate (per square foot)	OSF contribution	Credit for provision of park required by BMNP	Net OSF contribution	CAF rate (per square foot)	CAF contribution	TOTAL Contribution to both funds
1	Jaguar	Catalyst	770,000	\$ 0.92	708,400	375,000	333,400	\$ 0.40	308,000	641,400
3	Payne Street	Catalyst	227,600	\$ 0.92	209,392		209,392	\$ 0.40	91,040	300,432
10	Madison	Catalyst	283,000	\$ 0.92	260,360		260,360	\$ 0.40	113,200	373,560
2	Yates	Non-Catalyst	57,500	\$ 3.67	211,025		211,025	\$ 0.56	32,200	243,225
4	Tony's Auto 1261	Non-Catalyst	104,000	\$ 3.67	381,680		381,680	\$ 0.56	58,240	439,920
5	Madison Fayette	Non-Catalyst	122,500	\$ 3.67	449,575		449,575	\$ 0.56	68,600	518,175
7	Warehouses	Non-Catalyst	95,000	\$ 3.67	348,650		348,650	\$ 0.56	53,200	401,850
8	Route 1 Triangle	Non-Catalyst	242,000	\$ 3.67	888,140		888,140	\$ 0.56	135,520	1,023,660
9	Carpenter's Shelter	Non-Catalyst	90,000	\$ 3.67	330,300		330,300	\$ 0.56	50,400	380,700
11	Henry Street—Site A	Non-Catalyst	42,000	\$ 3.67	154,140		154,140	\$ 0.56	23,520	177,660
12	Henry Street—Site B	Non-Catalyst	22,500	\$ 3.67	82,575		82,575	\$ 0.56	12,600	95,175
6	Metro Site	Bonus Density	291,000	\$ 5.76	1,676,160	517,500	1,158,660	\$ 0.70	203,700	1,362,360
	<b>TOTALS</b>		<b>2,347,100</b>				<b>4,807,897</b>		<b>1,150,220</b>	<b>5,958,117</b>

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# Braddock Metro Neighborhood Plan

City of Alexandria, Department of Planning and Zoning  
www.alexandria.gov/planningandzoning 703.838.4666

## COMMUNITY MEETING

Monday, January 12, 2009  
7:00 PM - 8:30 PM  
Durant Center

### Introduction

Faroll Hamer, Director of Planning and Zoning, provided an overview of the purpose of the meeting. The purpose of the community meeting is to provide a status update on the establishment of the Implementation Advisory Group (IAG) and the Open Space and Community Amenities Funds and progress on plan implementation.

Ms. Hamer discussed the handout with the list of tasks that were recommended in the plan. She explained that there are some tasks that could go forward without funding, such as designating the parking district and transportation management plan district.

Ms. Hamer stated that the establishment of the Open Space and Community Amenity Funds would be going to the Planning Commission for the February Hearing. The establishment of the IAG will go to City Council at the end of this month at its Legislative Session.

### Update on Implementation Advisory Group

Ms. Hamer provided an update on the establishment of the Implementation Advisory Group.

- The framework for the IAG was established in the Braddock Plan. Council required the IAG be set up within 90 days of approval of the Braddock East Plan.
- The docket item that is going to City Council will be available on Friday, January 23, 2009. The docket will include a memo recommending the composition of the IAG that is a representative cross-section of the community.
- The City Manager will invite people to be members of the IAG.
- The role of the IAG will be to give the City Council and City staff guidance on how to spend the funds generated from the Community Amenities and Open Space funds within the planning area.
- The first meeting of the IAG will be late February 2009 or early March 2009.

The community requested the IAG be comprised of more residents who live in the planning area and people who were active participants in the planning

### Attachment 3

process. It was also requested that the City maintain transparency throughout the formulation of the group. P&Z staff will send the docket item through e-news.

#### Status of Development Projects

Mr. Jeff Farner, Deputy Director of Planning and Zoning for Urban Design, provided a development update.

- Madison is going through the final site approval process
- Payne Street is going through a final site approval process.
- Jaguar still intends to go forward.

In response to a question posed by an attendee regarding the location of townhomes in the Payne Street project, Mr. Farner stated that the site has been approved for multi-family flats that will resemble townhomes from the outside.

#### Status of Open Space and Community Amenities Fund

##### Open Space Example: Eisenhower East

Mr. Farner provided a brief overview of Eisenhower East as the model for funding open spaces in the planning area.

- Each developer paid their fair share based on total square footage at build out.
- The cost of the park included land acquisition costs, grading, and other improvements.
- It is a dedicated fund solely used for improvements in Carlyle.

The community asked for the total cost of the park. Mr. Farner stated that staff will include it in the materials for the website.

#### Braddock Park Concept

Mr. Farner stated that staff had to consider a conceptual park plan to develop an estimated total cost for construction of the park.

- The conceptual plan should not be considered as the final design. The actual park design will be later in the implementation process with input from the IAG.
- The preference in the Plan for the park is the block that is bounded by Fayette, Wythe, Henry, and Pendleton streets. This block is currently occupied by commercial use and Post Office.
- Since the plan was approved staff has looked at the Post Office building and given its useful life, it may not be financially feasible to tear down the building.
- Staff also took into consideration the community's desire to maintain the retail functions of the Post Office.
- In addition to the difference in costs and feasibility, the city is also considering the sustainability aspects of retaining the existing building with a desired community service and balancing it with the cost to demolish the existing building and build a new building.

### Attachment 3

- The City has had discussions with the commercial property owner the southernmost parcel and the United States Postal Service regarding the Post Office property. The City will continue these discussions.

Community members expressed concern about the lack of buffer to the park on Route 1 and asked about the total cost of amenities at the park.

***\*\*\*Post meeting note: After the meeting, staff discovered an error in the calculation of the estimated size of the park. The revised estimated size of the park is 45,600 square feet (>1 acre), which is consistent with the Plan recommendation to have at least a one acre park in the planning area. \*\*\****

#### Open Space Fund (OSF)

Mr. Farner provided an overview of the Open Space Fund

- Staff has had conversations with the development community. The development community has expressed concern about the pro-rata share given current economic conditions.
- There is consideration of having a catalyst phase for developer contributions that is slightly less for development that occurs within a certain time period, as yet undetermined, then escalating in the future to capture the reduced developer contributions during the catalyst phase.

#### Community Amenities Fund (CAF)

Mr. Farner provided an overview of the Community Amenities Fund

- The Community Amenities Fund is available for street improvement projects, such as streetscape, and street furniture.
- The Community Amenities Fund does not include streets that will be redeveloped by private developers or the streets that are contiguous with the park. Streetscape improvements adjacent to the park will be funded through the Open Space Fund.
- Staff will be looking to the IAG for assistance with prioritizing the projects to be funded by the CAF.

#### Questions and Answer Session

1. What is going to the Commission in February?

The formula for the developer contributions for the open space fund and community amenities fund will be going to the Planning Commission in February.

***Post meeting note: the formula for the developer contributions for the open space and community amenities fund will be going to the Planning Commission in March.***

2. Will the formula be compared to how the Eisenhower East was calculated? Yes. The staff report will include discussion on how it compares to Eisenhower East.

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### Attachment 3

3. Could you discuss the money that was allocated for business retention through the Community Amenities Fund?

As described in the plan, a streetscape and community amenities fund is recommended to provide funds for streetscape improvements and other desired community amenities, such as bulb-outs and related intersection improvements and undergrounding of utilities. Money for this fund would also be used for retail recruitment and enhancement not only along Queen Street but also in other emerging retail areas around the metro and elsewhere in the plan area. The plan originally estimated that \$4-6 million would be spent on those items. After more consideration, staff projects that this number will be considerably less for a number of reasons, including that the City will work with the Small Business Development Center and the Alexandria Economic Development Partnership (AEDP), which currently has recruitment and business assistance programs in place.

4. Can you provide a little more detail about how the IAG will be selected?

The IAG will be a representative cross-section of the community. Staff will look to the civic associations in the neighborhood to provide recommendations; in addition, staff will look at who participated in the planning process. Staff's recommendation is that the City Manager appoints the IAG members. All IAG meetings will be open to the public.

5. There was discussion that the City Council will rededicate the City's Open Space Fund for stormwater improvements. How will this affect the city's matching fund for the neighborhood?

Staff is unaware of any plans to rededicate the City's Open Space Fund, however, if it were to occur, that action has no bearing on the City's commitment to providing matching funds for improvements in the Braddock neighborhood consistent with the plan. The City's match to the developer contributions will be in the form of capital improvement program requests (CIP) that are subject to approval by City Council. CIP requests are reviewed annually and must compete with other desired projects for city funding.

6. Can you provide an update on James Bland?

The first phase of the project will be going to the Parker-Gray Board of Architectural Review at the next work session in January. The streetscape will include improvements on all blocks that front the property, street trees on First Street and undergrounding utilities. The sidewalks will be 6 feet wide concrete and 6 feet wide for street trees.

7. Will there be any beautification projects along Route 1?

Most beautification along Route 1 will occur as redevelopment occurs. The plan focuses on walking streets; however, the IAG may recommend focusing on other streets as well.



# Braddock Metro Neighborhood Plan

City of Alexandria, Department of Planning and Zoning  
www.alexandria.gov/planningandzoning 703.838.4666

**Community Meeting**  
February 9, 2009  
7:00 PM - 8:15 PM  
Durant Center

The purpose of the meeting was to provide additional detail regarding the Braddock open space and community amenities funds and formulas.

## Question and Answers

**1. Is the park as shown in Figure 2 the final design and location?**

No. The actual park design will be developed later in the implementation process with input from the Implementation Advisory Group (IAG). Staff created a generic conceptual graphic in order to develop a cost estimate for the dedicated Open Space Fund. The Plan's preferred location for the park is the block bounded by Fayette, Wythe, Henry, and Pendleton streets. This block is currently occupied by commercial use and Post Office.

**2. What happens if it is not possible to locate the park on the Post Office block?**  
The Plan designates two alternative sites: the Andrew Adkins block and at 1261 Madison. Both present significant challenges from a timing and location perspective. If for some reason the post office site is not an option, then the City would look at the alternatives.

**3. Why is there a difference in the cost estimates that were in the Braddock Metro Neighborhood Plan and the cost estimates used to model the developer "fair-share" contribution formula?**

The cost estimates in the Plan were preliminary and intended as a general guide. Since City Council's March 2008 adoption of the Plan, staff has worked to develop more refined estimates using current costs. Staff is confident that these numbers reflect a more accurate estimate of costs.

**4. What happens if the actual cost of the projects exceeds the current estimate? Who will be responsible for the shortfall?**

Staff is confident that the cost estimates used in the model for the developer contribution formula are conservative and should adequately cover the costs

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#### Attachment 4

of the improvements. In addition, the policy includes a clause to account for inflation. However, if there are cost overruns, the City will be responsible for the difference.

5. Once developers start paying into the funds, where does the money go and will the funds be solely for use in the Braddock Metro Neighborhood planning area?

Similar to the Open Space Fund for Eisenhower East, developer contributions will go into a dedicated fund that can only be used for public amenities in the Braddock Metro Neighborhood planning area. The City's matching contribution to the funds will be subject to the annual capital improvement program (CIP) process as well as annual considerations of appropriations by City Council.

6. Which properties will have to pay a fair share contribution and what is the trigger?

Page 96 and 97 of the Braddock Metro Neighborhood Plan show the thirteen redevelopment sites that will be required to pay into the Braddock OSF and CAF. The requirement is triggered when redevelopment of those properties requires a site plan and/or a development special use permit.

7. Why is there a catalyst phase for the developer contributions?

This approach is comparable to the phased rate structure proposed in the Landmark/Van Dorn Plan. The catalyst phase recognizes early projects that create value in the neighborhood and encourage future projects. The catalyst phase also recognizes that these early projects purchased property and were approved prior to or concurrent with the Plan, without the benefit of factoring the "fair share contribution" cost into their project financing. Future developers have more flexibility to adjust other costs to pay for the "fair share contribution". Finally, the catalyst phase allows these early projects to move forward given current difficult market conditions.

8. Table 1 states that the developer contributions would pay for sidewalk and curb repairs. Why is repair being included as a community benefit, when it is something that the City should be doing anyway?

Routine repairs are not included as a community amenity. The cost estimates in Table 1 refer to more substantial public improvements such as curb extensions, street trees, and other pedestrian improvements that go beyond routine maintenance.

9. Can the City provide a chart or a table that clearly outlines the costs for public benefits and sources of funding?

**Attachment 4**

The table has been included as Attachment 1.

**10. What is being done to recruit small and diverse business to the new retail development?**

The Community Amenities Fund includes a component for recruitment and retention of locally-owned, small businesses for neighborhood retail. The City is working with the Alexandria Economic Development Partnership and the Small Business Development Corporation to determine the programs and services to provide support to neighborhood businesses.

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Attachment 4

Attachment 1. Cost estimates and funding sources for the provision of recommended public amenities in the Braddock Metro neighborhood

PUBLIC AMENITY	ESTIMATED COST	FUNDING SOURCE					
		Braddock Community Amenities Fund (CAF)		Braddock Open Space Fund (OSF)		Other City Funds	Developer Requirement through DSUP
		City Contribution	Developer Contribution	City Contribution	Developer Contribution		
Walking Streets	\$2,700,000	\$900,000	\$900,000	---	---	---	\$900,000
Bikeways	\$700,000	---	---	---	---	\$300,000	\$400,000
Traffic Calming	\$570,000	---	---	---	---	\$370,000	\$200,000
New Community Park	\$9,600,000	---	---	\$4,800,000	\$4,800,000	---	---
Pocket Parks/Plazas	\$3 - \$5 million	---	---	---	---	---	\$3 - \$5 million
<b>Total Physical Improvements</b>	<b>\$16.5 - 18.5 million</b>	<b>\$900,000</b>	<b>\$900,000</b>	<b>\$4,800,000</b>	<b>\$4,800,000</b>	<b>\$670,000</b>	<b>\$4.5-6.5 million</b>
Neighborhood Retail	\$500,000	\$250,000	\$250,000				
<b>Total Other Improvements</b>	<b>\$500,000</b>	<b>\$250,000</b>	<b>\$250,000</b>				
<b>TOTAL IMPROVEMENTS</b>	<b>\$17 - 19 million</b>	<b>\$1,150,000</b>	<b>\$1,150,000</b>	<b>\$4,800,000</b>	<b>\$4,800,000</b>	<b>\$670,000</b>	<b>\$4.5-6.5 million</b>

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SUMMARY

<b>TOTAL EXPENSES</b>	\$17 - 19 million
<b>FUNDING SOURCE</b>	
City Contribution to CAF and OSF	\$5,950,000
Other City Funds	\$670,000
<b>Total City Contribution</b>	<b>\$6,620,000</b>
Developer Contribution to CAF and OSF	\$5,950,000
Developer Requirement through DSUP	\$4.5-6.5 million
<b>Total Developer Contribution</b>	<b>\$10.45-12.45 million</b>

## Attachment 4

**Table 1. Cost estimates and funding sources for the provision of recommended public amenities in the Braddock Metro Neighborhood**

The following table, based on the chart "Cost Range of Recommended Public Improvements" found in the Braddock Metro Neighborhood Plan on page 119, demonstrates how all of the public amenities recommended in the BMNP will be funded.

	FUNDING SOURCE			Actual Cost Estimate <sup>2</sup> (BMNP Cost Range <sup>2</sup> )
	Braddock Community Amenities Fund (CAF)	Braddock Open Space Fund (OSF)	Other Funding Source (DSUF condition, CIP)	
<b>Walking Streets</b> The Plan recommends streetscaping improvements on 29 blocks of the "walking streets," along Fayette, Madison, West, and Wythe Streets (see Figure 1) for a current estimated cost of \$2.7M. Streetscape improvements include sidewalk and curb, street trees, and lighting. The CAF will fund \$1.8 million of these improvements (funded equally by the City and development at \$900,000 each). The estimated cost to improve the remaining 10 blocks that are adjacent to parcels anticipated for redevelopment is \$900,000 and will be the obligation of the developer as required through the development review process.	\$1,800,000		\$900,000	\$2,700,000 (\$3 - \$5 million)
<b>Bikeways</b> The Plan recommends improvements along Fayette Street to facilitate enhanced bike circulation for a total current estimated cost of \$700,000. All of the curb extensions on Fayette recommended in the Plan are adjacent to parcels anticipated for redevelopment. Projects will be obligated to construct curb extensions through the development review process, at an estimated total cost of \$400,000.			\$700,000	\$700,000 (\$1-2 million)
<b>Traffic Calming</b> The Plan recommends traffic calming improvements, including curb extensions, a traffic signal, and crosswalks for a cost of \$570,000. The cost of the curb extensions recommended on West St is \$200,000 and will be required by the development review process of the adjacent parcel when developed. The estimated cost of the traffic signal and special crosswalks is \$370,000 and will be funded by the City's CIP.			\$570,000	\$570,000 (\$1-2 million)
<b>New Community Park</b> The Plan recommends a new 1 acre community park. The park will cost \$9.6M to purchase, design and construct, and will be funded by the OSF (funded equally by the City and new development at \$4.8M each). The estimated size of the proposed park is 46,500 square feet (1.06 acres). Further detail on the OSF is provided in Tables 2-4.		\$9,600,000		\$9,600,000 (\$7-15 million)
<b>Pocket Parks/Plazas</b> The Plan recommends publicly accessible pocket parks and plazas throughout the neighborhood. These will be implemented as part of each new development project for each block, and will be publicly accessible and privately owned/maintained.			\$3 - \$5 million	\$3 - \$5 million (\$3 - \$5 million)
<b>TOTAL PHYSICAL IMPROVEMENTS</b>	\$1,800,000	\$9,600,000	\$5.2-7.2 million	\$16.5-18.5 million (\$15-29 million)
<b>Neighborhood Retail</b> The Plan recommends a fund to support neighborhood retail. The original estimate in the Plan was recommended by the City's consultant. After Plan adoption, discussions with business recruitment and economic development officials indicate that the Plan's objectives can be achieved with a reduced level of funding. Additionally, the facade program has been phased out. The current estimated cost of \$500,000 will be funded by the CAF (shared equally by the City and new development at \$250,000 each)	\$500,000			\$500,000 (\$4-6 million)
<b>TOTAL "SOFT" IMPROVEMENTS</b>	\$500,000			\$500,000 (\$4-6 million)
<b>TOTAL FUNDS (OSF and CAF)</b>	\$2,300,000	\$9,600,000		
<b>TOTAL OTHER SOURCES</b>			\$5.2-7.2 million	
<b>TOTAL IMPROVEMENTS</b>	\$11,900,000		\$5.2-7.2 million	\$17-19 million (\$19-35 million)

<sup>1</sup> Generated through the BMNP Implementation Process (January 2009). All estimates are rounded to the nearest hundred thousand (excluding Traffic Calming)

<sup>2</sup> BMNP Estimated Cost Range found in Braddock Metro Neighborhood Plan (approved February 2008), Chart *Cost Range of Recommended Public Improvements*, Pg 119

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# City of Alexandria, Virginia

## MEMORANDUM

DATE: FEBRUARY 26, 2009

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR, PLANNING AND ZONING

SUBJECT: DOCKET # 12 – BRADDOCK IMPLEMENTATION  
APPROVAL OF ESTABLISHMENT OF A BRADDOCK OPEN SPACE FUND AND A  
BRADDOCK COMMUNITY AMENITIES FUND AND FORMULA FOR  
DEVELOPER CONTRIBUTIONS TO THESE FUNDS.

---

### I. DISCUSSION

After the staff report was transmitted to the Planning Commission, staff received a letter from Carpenter's Shelter raising a concern about whether modest additions would trigger the payment to each of the required funds. The staff recommendation is that the "trigger" to contribute to the Open Space Fund and the Community Amenities Fund is a development site plan and/or a development special use permit. Therefore, small additions (smaller than 3,000 sq.ft) would not trigger a site – although the use may trigger a development special use permit.

In a letter dated February 24, 2008 (attached), Carpenter's Shelter requested an exemption from the Open Space Fund. They noted that "We do have a need from time-to-time to reconfigure our building and site and to enable us to better carry out our mission of ending homelessness."

Staff agrees that it is not in the public interest for modest additions by Carpenter's Shelter to trigger the full payment requirement. The expectation of the Neighborhood Plan is that the payment will be made upon redevelopment of each block which implies substantially more development activity than a small addition.

Staff discussed whether this new "addition" provision should apply to more properties than those on which non-profit organizations are operating. Staff believes it should not. The desired implementation of the Plan will not be furthered if continued reinvestment in existing properties is encouraged. There is, however, a rationale for treating non-profit organizations such as Carpenter's Shelter differently because they are providing a public service.

Staff also discussed whether "modest additions" should be more clearly defined -- such as by number of square feet or by percentage increase in building size. Staff decided that it should not. If, for example, a "modest addition" were defined as 3,000 square feet, it is entirely possible to get an application for a 3,100 square foot addition that is still a "modest" addition.

### Attachment 5

Staff is recommending that a new provision be added to the staff recommendation (recommendation # 9) that would state:

9. The Director of Planning and Zoning may review applications for modest changes to an existing building and use that are requested by a non-profit organization to continue to fulfill its mission and the Planning Commission may find that such an application does not constitute "redevelopment" for the purposes of triggering the payment(s).

This approach will enable staff to evaluate each proposal on a case-by-case basis, while also requiring a Planning Commission approval as part of a modest addition which triggers a development site plan or development special use permit. This will enable staff, the community and the Commission to evaluate the applicability of "modest" additions.

Staff has also attached some recent correspondence between community members and staff regarding the funds and the implementation task list for your reference.

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# Carpenter's Shelter

at The Hubert N. Hoffman, Jr. Center for Homeless Families

930 North Henry Street

Alexandria, VA 22314

(703) 548-7500

(703) 548-3167 FAX

www.carpentersshelter.org

United Way #8228/CFC # 87293

February 24, 2009

## Board of Directors

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Carlton Willis

Robert Wineland, MD

Frances Becker

Executive Director

Mr. Karl Moritz

Deputy Director, Long Range and Strategic Planning

Department of Planning and Zoning

301 King Street, Room 2100

Alexandria, VA 22313

Dear Mr. Moritz:

Carpenter's Shelter owns property in the Braaddock Road Neighborhood Plan and is in receipt of your letter concerning the Open Space Fund. It is the only nonprofit property owner of 13 owners listed in the development table attached to the letter. Carpenter's is neither a developer nor a commercial activity.

Carpenter's Shelter has no current plans to participate in any redevelopment of our site for commercial purposes. We do not foresee a time when a commercial redevelopment site plan would trigger any fair-share contribution to the Fund.

We do have the need, from time-to-time, to reconfigure our building and site and to enable us to better carry out our mission of ending homelessness.

We request an exemption from any Open Space Fund contribution on the property so long as we continue to operate our (or any other nonprofit's) critical nonprofit mission on the property, even if a site plan and/or a development special use permit is sought in the future.

We look forward to your reply.

Sincerely yours,

Carson Lee Fifer, Jr.,  
Chairman of the Board

Fran Becker  
Executive Director

Cc: Mayor Euille, City Council and City Manager by email

Celebrating 20 Years of Service to the  
Children, Families, and Adults of Northern Virginia

30 39 120

## Attachment 5

### EMAIL

FROM: Heidi Ford  
TO: Jeffrey Farner, Deputy Director, Development  
CC: Faroli Hamer, Director Planning and Zoning  
Leslie Zupan  
DATE: 2/16/2009, 7:09 PM  
SUBJECT: Braddock Implementation/Funding Formula

Jeff,

Thanks very much for your informative presentation last Monday on the Braddock Open Space and Community Amenities Fund formula. However, I was astounded by the substantial difference in what Planning and Zoning currently anticipates these amenities will cost versus what you were projecting they would cost just one year ago. Therefore, I would like to get a better understanding of the precise data used to generate the projected costs cited in the Braddock Metro Neighborhood Plan and that you used to generate the cost figures you presented last Monday. Can you please provide this

A few other questions or points of clarification:

Although the Braddock Plan prioritizes improvements along the designated walking streets, it also indicates there are to be improvements throughout the neighborhood. For example, pp 41-42 state "Likewise, on the multitude of blocks located on streets not designated as "walking streets," funds should be prioritized to provide a minimum level of enhancement including street trees, pedestrian-scale sidewalk lighting, and bicycle facilities." Pages 6, 118, and 123 also reference amenities to streets other than the four designated walking streets. Were these additional improvements factored into Planning and Zoning's newest cost projections?

P. 136 of the Braddock Plan states "Fayette and Wythe streets should have exclusively city standard brick with a running bond paving pattern." Do your new figures include the cost for this on those blocks not slated for development?

The Braddock Plan includes an analysis of expected contributions of the 7 acre Jaguar site (pp. 113-114). It projects "based on an analysis of the current proposal for the seven-acre Jaguar development, it is estimated that the Northern Gateway proposal will need to contribute approximately \$1,000,000 to the parks and open space fund and \$1,000,000 to streetscape funds." Given this, why is Planning and Zoning now asking Jaguar to contribute less than \$650,000? Although the Jaguar is one of the earlier projects, it's also one of the largest developments and they were well aware of the projected \$2 million contribution when they chose to take their project before the Planning Commission on March 4, 2008.

Among the documents you provided at last week's meeting was a table titled Cost estimate and funding sources. In the neighborhood retail section, the notes state the facade program has been phased out. When was this phased out and does this refer to facade refurbishment only along Queen street or elsewhere as well?

Finally, item A of the Draft Funding Proposal references acquiring a 1 acre park on "the southern portion of the block bounded by N Henry, N Fayette and Pendleton Streets." A park fronting on Rt 1 was not what the neighborhood voted for. The post office option presented during the charettes, and enshrined in the approved Braddock Plan, was for a park oriented north-south along on the western half of the Post office block, and which is shielded from Rt 1 by a row of community serving retain. It is this configuration that the neighborhood voted for and it is this configuration that should be planned for. While it is outside the scope of a funding formula to specify the layout of a park, I think it is imperative that the funding formula proposed be informed by the cost to acquire the park as originally depicted in the Braddock Plan. This would include funding to underground the post office parking lot (since the Braddock Plan on p. 37 states surface parking lots on walking streets are prohibited) and to demolish the current post office

**Attachment 5**

building and relocate it to the new retail building to be built along Rt.1. Does the \$9.6 million cited on table 1 factor in these costs?

Any clarification on these issues would be much appreciated. Since the neighborhood is going to be stuck with these developments and the associated parking pressure and traffic, we want to make sure we will receive all of the corresponding benefits detailed in the Braddock Plan.

Thanks,

Heidi Ford

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# Braddock Metro Neighborhood Plan

City of Alexandria, Department of Planning and Zoning  
www.alexandria.gov/planningandzoning 703.838.4666

1. Can you please provide the precise data used to generate the projected costs cited in the Braddock Metro Neighborhood Plan and that you used to generate the cost figures you presented last Monday?

The cost estimates in the Plan were preliminary and are intended as a general guide. While the estimates reflect best practices from around the country, page 118 of the Plan recognizes the final costs will vary from the estimates. Since City Council's March 2008 adoption of the Plan, staff has worked to develop more refined estimates using current costs. Although some of the revised cost estimates are lower, staff is confident that the estimates will adequately cover all of the public amenities recommended in the plan.

2. Although the Braddock Plan prioritizes improvements along the designated walking streets, it also indicates there are to be improvements throughout the neighborhood. For example, pages 41-42, 6, 118, and 123 also reference amenities to streets other than the four designated walking streets. Were these additional improvements factored into Planning and Zoning's newest cost projections?

The amenities that were the cost basis for the Open Space Fund and the Community Amenities fund include a new one acre community park, streetscape enhancements on the four designated "walking streets", burial of utilities along selected blocks and dedicated funding for business recruitment and stabilization. While other improvements were not included in the cost estimates for the OSF and CAF, the provision for curb ramps, crosswalks, street trees, pedestrian scale sidewalk lighting and bicycle facilities has been included in the Implementation Schedule, which has been provided to the community (Tasks 4.5 and 4.6). The Implementation Advisory Group will play an active role in making recommendations to the City about spending priorities and public improvement project phasing.

3. Page 136 of the Braddock Plan states "Fayette and Wythe streets should have exclusively city standard brick with a running bond paving pattern." Do your new figures include the cost for this on those blocks not slated for development?

The estimated cost for the walking streets includes brick sidewalks for Fayette and Wythe streets as recommended in the Plan.

4. The Braddock Plan includes an analysis of expected contributions of the 7 acre Jaguar site (pp. 113-114). It projects "based on an analysis of the current proposal for the seven-acre Jaguar development, it is estimated that the Northern Gateway proposal will need to contribute approximately \$1,000,000 to the parks and open space fund and \$1,000,000 to streetscape funds." Given this, why is Planning and Zoning now asking Jaguar to contribute less than \$650,000? Although the Jaguar is one of the earlier projects, it's also one of the

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## Attachment 5

largest developments and they were well aware of the projected \$2 million contribution when they chose to take their project before the Planning Commission on March 4, 2008.

It was discussed in the staff report that the amounts would be considerable and could be as much as \$1,000,000 for each fund, however, this estimate was prior to the current detailed costs estimates and prior to the discussion of monetary credits for catalysts projects. In addition, while the staff report discusses a possible monetary amount, the conditions state that the final amount will be determined as part of the approval of each of the funds. While the project could receive a discount if they qualify for the catalyst rate, if the project does not proceed in the required timeframe to qualify as a catalyst project, the proposal will be subject to *higher* contribution rates than discussed in the staff report. In addition to the contribution to the two funds, the conditions of approval require the applicant to provide off-site improvements such as improve the intersection-open space at Route 1 and Fayette, improvements to Powhatan Park and underground utilities on Route 1.

5. In the neighborhood retail section of the documents provided at the meeting, the notes state the facade program has been phased out. When was this phased out and does this refer to facade refurbishment only along Queen Street or elsewhere as well?

The façade improvement program is administered by the Alexandria Economic Development Partnership (AEDP). AEDP phased out the city-wide program as of December 31, 2008, but they remain opened to the possibility of re-opening the program as an incentive in designated areas.

6. I think it is imperative that the funding formula proposed be informed by the cost to acquire the park as originally depicted in the Braddock Plan. Does the \$9.6 million cited on table 1 factor in the cost to underground the post office parking lot (since the Braddock Plan on p. 37 states surface parking lots on walking streets are prohibited) and to demolish the current post office building and relocate it to the new retail building to be built along Rt.1?

Park costs are based on current land values, demolition, remediation, park design and construction cost, streetscaping, and undergrounding with an escalation clause for inflation. The cost of the park reflects a one acre park in the Braddock neighborhood. The generic park that was shown at the community meeting was solely for the purposes for estimating the cost for the park and does not preclude the option of having the park on the western portion of the site. It was not intended to design or locate the park. The final location and park designed will be determined as part of the implementation process with assistance from the IAG.

**Attachment 5**

**via EMAIL**

**FROM:** Heidi Ford  
**TO:** Veronica Davis, Urban Planner  
**CC:** Faroll Hamer, Director Planning and Zoning  
Jeffrey Farner, Deputy Director, Development  
Leslie Zupan  
**DATE:** 2/24/2009, 7:25 PM  
**SUBJECT:** Braddock Implementation/Funding Formula

Hi Veronica,

Thanks very much for getting back to me and looking into the questions I raised. Can you clarify one more thing? In your response to question 2 (limited improvements to non-designated walking streets), you note that tasks 4.5 and 4.6 of the Implementation Schedule cover these improvements but that their costs were not factored into the cost estimates of the OSF and CAF. Given that, how will these improvements be funded?

Thanks,  
Heidi Ford  
ICCA 1st Vice President

**via EMAIL**

**FROM:** Veronica Davis, Urban Planner  
**TO:** Heidi Ford  
**CC:** Faroll Hamer, Director Planning and Zoning  
Jeffrey Farner, Deputy Director, Development  
Leslie Zupan  
**DATE:** 2/26/2009, 10:04 AM  
**SUBJECT:** Braddock Implementation/Funding Formula

Good Morning Heidi,

The OSF and CAF accounts are for the purposes of funding public amenities in Braddock. The limited improvements discussed in Task 4.5 are considered routine maintenance and will be funded out of the City's operating budget.

If you have any further question, please do not hesitate to contact me. Also, the docket item is now available on the web: <http://dockets.alexandriava.gov/icons/pz/pc/fy09/030509/di12.pdf>

Warmly,

Veronica O. Davis, Urban Planner  
City of Alexandria  
Department of Planning & Zoning  
Neighborhood Planning & Community Development Division  
P: (703) 838-3866 x330  
F: (703) 838-6396  
[www.alexandriava.gov/planningandzoning](http://www.alexandriava.gov/planningandzoning)

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Attachment 5

via EMAIL

FROM: Heidi Ford  
TO: Veronica Davis, Urban Planner  
CC: Faroll Hamer, Director Planning and Zoning  
Jeffrey Farner, Deputy Director, Development  
Leslie Zupan  
Collin Lee  
Charlotte Landis  
DATE: 2/28/2009, 9:25 PM  
SUBJECT: Braddock Implementation/Funding Formula

Hi Veronica,

Thanks for the clarification on item 4.5 of the Implementation Schedule. However, I'm still a bit confused about the funding source for the street trees, pedestrian scale lighting, and bicycle facilities that the Braddock Plan calls for on non-designated walking streets. I went back and looked at Item 4.6 of the Implementation Schedule and it references these improvements only with regard to designated walking streets. However, the Braddock Plan very clearly calls for these type amenities on non-designated walking streets. P. 42 for example, says "Likewise, on the *multitude of blocks located on streets not designated* as "walking streets," funds should be prioritized to provide a minimum level of enhancement *including street trees, pedestrian-scale sidewalk lighting, and bicycle facilities.*" [emphasis added] So, can you clarify what is the funding source for these improvements and where they are covered on the Implementation Schedule?

Thanks much,  
Heidi

Heidi Ford  
ICCA 1st Vice President

via EMAIL

FROM: Veronica Davis, Urban Planner  
TO: Heidi Ford  
CC: Faroll Hamer, Director Planning and Zoning  
Jeffrey Farner, Deputy Director, Development  
DATE: 3/05/2009, 1:56 PM  
SUBJECT: Braddock Implementation/Funding Formula

Heidi,

The Plan expected the improvements to the non-walking streets to be funded through the City's capital improvement program. The Plan allows flexibility in prioritization and specifically creates a role for the Implementation Advisory Group to assist the City in prioritizing which public amenities are recommended to receive funding once final costs are determined. It is expected that the IAG will assist the city in prioritizing the funding of public improvements and the funding of improvements outlined on page 42 could be funded through excess CAF dollars, if any, or the City's City's Capital Improvement Project (CIP) or other mechanisms.

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**Attachment 5**

If you have additional questions on this topic or on any related to the implementation of the Braddock Metro Neighborhood Plan, please don't hesitate to contact me. If you will be attending the Planning Commission discussion tonight I will look forward to seeing you.

Warmly,  
Veronica O. Davis, Urban Planner  
City of Alexandria  
Department of Planning & Zoning  
Neighborhood Planning & Community Development Division  
P: (703) 838-3866 x330  
F: (703) 838-6396

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**Attachment 5**

**via EMAIL**

**FROM:** Leslie Zupan  
**TO:** Faroll Hamer, Director Planning and Zoning  
**CC:** City Council  
Jeffrey Farnar, Deputy Director, Development  
Kathleen Beeton, Division Chief  
Heidi Ford  
Collin Lee  
Charlotte Landis  
**DATE:** 2/28/2009, 9:25 PM  
**SUBJECT:** Braddock Implementation/Funding Formula

Dear Faroll:

I appreciate you and Kathleen Beeton taking the time to meet with Charlotte Landis and me yesterday to discuss civic process -- specifically how and why P&Z determined the developer funding formula for the Braddock Metro Neighborhood Plan (BMNP) amenities and open space funds did not need to be submitted to Council for a public hearing, especially after Planning Commission approval in early March.

The precedents for doing so are clear. However, what we heard yesterday only serves to reinforce the concerns of the Inner City Civic Association Board.

In our meeting, you informed Charlotte and me that you had had lengthy discussions with P&Z staff about whether to take the funding formula to Council, and even took opinion from the acting City Attorney. Yet you then told us that P&Z didn't realize that the Eisenhower funding formula, cited repeatedly as the model for the Braddock plan, had gone to a public hearing just three years ago.

Would it surprise you to know that this information is on the public Web site, and that current P&Z staff worked on the then-docketed issue? In fact, you and staff have repeatedly stated that you are using the Eisenhower formula as a basic template for Braddock. And given that the Braddock Road Small Area Plan represents a social contract of a type, we are surprised that, in an election year, you would withhold an important measure involving future City matching funds from Council.

Our community (as well as others in Alexandria) is troubled that the City now appears to be deliberately and routinely breaching its compact with citizens.

First, the City is renegeing on recommendations made in Council-approved planning documents. An example is the Jaguar project contributions, which were spelled out unambiguously in the BMNP, but under the new formula will be substantially lower.

## Attachment 5

Secondly, the City is not living up to the explicit recommendations made in its Council-approved planning documents. The BMNP specifically called for improvements to a number of neighborhood streets, but the formula is now limited to funding the enhancement of "walking streets."

Third, previously agreed-upon BMNP recommendations are repeatedly changing, in some cases behind closed doors only. Ordinary citizens now question the validity of your process, who the real players are and why you argue that civic participation has any long-term value. For example, the ICCA board was surprised to discover that the developer formula presented given to Planning Commission members on March 5 was different from the formula presented at the February 9 community meeting.

Is staff seeking to ease the burden on developers at the expense of promises previously made to our community? We hope current economic conditions are not your excuse for violating our good faith effort.

In conclusion, we believe that the BMNP funding issues are yet another example of the City's failure to honor its commitment to citizens and residential taxpayers, and we ask that the funding formula be remanded to Council for a hearing so that we may have the protection of an on-the-record public discussion.

P.S. As a member of the Braddock Implementation Advisory Group, I was surprised to learn through an E-news announcement this morning that a date has now been set for the first meeting. Will a membership list be forthcoming soon?

Leslie Zupan  
President, Inner City Civic Association

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**Attachment 5**

**via EMAIL**

**FROM:** Faroll Hamer, Director Planning and Zoning  
**TO:** Leslie Zupan  
**CC:** City Council  
Jeffrey Farnar, Deputy Director, Development  
Kathleen Beeton, Division Chief  
Heidi Ford  
Collin Lee  
Charlotte Landis  
**DATE:** 4/16/2009,  
**SUBJECT:** RE: Braddock Implementation/Funding Formula  
Dear Leslie,

Thank you for your email. As we discussed on Wednesday, we have no objection to docketing the item for consideration by the City Council, and are looking to schedule the public hearing on May 16, which is the next available date.

When staff represented that Eisenhower East as a model for the Braddock formulas, we were referring specifically to how the formulas are structured, costs allocated, and so forth. We did not intend to convey that the approval process would be exactly parallel and the intent has always been that the Planning Commission would have final approval of the formulas. During the community meetings, we represented that the funds would be approved by the Planning Commission. Nevertheless, we would like to be responsive to your request and will schedule the Council public hearing.

With regard the Jaguar contribution, as we explained in our response to the ICCA on February 23, 2009, the adopted plan states that the amounts would be considerable and could be as much as \$1,000,000 for each fund. In addition, while the plan discusses a possible monetary amount, the conditions of the DSUP approval for Jaguar state that the final amount will be determined as part of the approval of each of the funds. While the project could receive a discount if they qualify for the catalyst rate, if the project does not proceed in the required timeframe to qualify as a catalyst project, the proposal will be subject to higher contribution rates than discussed in the plan. In addition to the contribution to the two funds, the conditions of approval require the applicant to provide off-site improvements such as improve the intersection-open space at Route 1 and Fayette, improvements to Powhatan Park and underground utilities on Route 1.

Our March 5, 2009 response to the ICCA explained that the Plan expected the improvements to the non-walking streets to be funded through the City's capital improvement program. The Plan allows flexibility in prioritization and specifically creates a role for the Implementation Advisory Group to assist the City in prioritizing which public amenities are recommended to receive funding once final costs are determined. It is expected that the IAG will assist the city in prioritizing the funding of public improvements and the funding of improvements outlined on

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**Attachment 5**

page 42 could be funded through excess CAF dollars, if any, or the City's City's Capital Improvement Project (CIP) or other mechanisms.

I do want to be clear that the developer formula presented to Planning Commission members on March 5 is not different from the formula presented at the February 9 community meeting. The staff report included a table which reflected the application of credits for publicly accessible open space. However, the total developer contribution is \$5.95 million, which was presented at both the community meeting and Planning Commission.

Staff has made every effort to remain transparent and responsive throughout the implementation process. As a result of the community meetings, Staff incorporated specific changes requested by the community into the staff report, such as clarifying which properties are subject to the fair share contribution and how the credits for open space are applied.

Far from breaching its contract, the City is progressing toward the plan's implementation goals in exactly the way set forth in the approved small area plan. The City has established the Implementation Advisory Group, which is to meet for the first time on Wednesday, May 20, and is in the process of establishing the funding formulas. We are also in the process of creating an implementation matrix that will track a prioritized list of improvements, along with developer contributions and the incremental tax increases from new development. The progress on implementing improvements will, of course, depend on there being new development. We are hopeful that the current economic downturn will be short-lived and look forward to working with you and the community to implement the Plan.

Farroll Hamer

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May 31, 2012

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

Re: Docket Item No. 12B, Braddock Gateway, Phase II, DSUP #2012-0004

Dear Mr. Komoroske and Members of Planning Commission:

Our firm represents the Applicant, Jaguar Development, LC, in the above referenced application for the second and sixth phases of the Braddock Gateway development. Jaguar is excited that the next phases of this project are moving forward and greatly appreciates all the hard work done by City Staff, including the positive recommendation in their Staff Report. We are in agreement with all but two of the conditions contained in the recommendation. We ask that the following changes be made to Condition Nos. 102 and 104:

Condition 102 relates to the timing of contributions required as part of the Braddock Metro Neighborhood Plan to the Open Space fund and the Community Amenities Fund. Currently, the implementation of the Braddock Metro Neighborhood Plan states that each phase of a multi-phase project, of which Braddock Gateway is the only one in the area, must obtain their certificates of occupancy ("CO") within 24 months of each other, regardless of any outside circumstances. The applicant is merely asking for 36 months instead of 24 months between when the phases of the Braddock Gateway project obtain their COs.

Braddock Gateway was one of only three sites that were identified as a "Catalyst" project under the Plan that was eligible for the lowest of the three contributions levels to both these funds. The implementation plan was very specific about how they came about the formula for these funds: specific cost estimates for necessary improvements and open space purchases, divided by the amount of development authorized under the plan. The Braddock Gateway project was identified as one site, and this one site was identified as contributing \$641,000 to these funds total. Jaguar doesn't dispute that \$641,000 number. However, if Braddock Gateway exceeds the 24 month timeframe between COs, there is the capacity to add \$1 million in contributions, for this phase alone. That far exceeds the amount identified under the

Mr. John Komoroske, Chair  
and Members of Planning Commission  
May 31, 2012  
Page 2 of 2

Implementation plan as coming from this site. We would ask that the Planning Commission recognize that this site is a "catalyst" for the neighborhood and give it 36 months between phases to ensure such a huge increase does not hamper the further implementation of the Braddock Gateway project.

It is important to note that these aren't the only contributions of the Braddock Gateway project. This phase is also contributing \$1 million to the City's affordable housing trust fund as well as installing significant streetscape and landscape improvements to the area, including a new traffic signal, with pedestrian crossings at Route One and N. Fayette and undergrounding the utilities between this site and Route One on N. Fayette Street.

Condition 104 is a new request that Jaguar fund the installation of a six foot sidewalk, curb and gutter along N. Payne and N. Fayette Streets in front of Mr. Yates' property between Phases I and II. We would ask that this amount be considered an off-set of the project's contribution to Community Amenities Fund, not add this cost to the contributions already identified as coming from the Braddock Gateway project. The Community Amenities Fund is specifically for streetscape improvements in the neighborhood, of which these sidewalks would be one, if constructed.

Thank you for your consideration and we look forward to continuing to work with the City towards the successful completion of this project.

Sincerely,

  
Mary Catherine Gibbs

CONTRIBUTIONS FROM BRADDOCK GATEWAY PROJECT AS A WHOLE:

- a. \$5 million affordable housing contribution;
- b. Estimated \$641,000 contribution to Community Amenities Fund and Open Space Fund under Implementation Policy;
- c.  $\frac{3}{4}$  acre publically accessible park (cost of approximately \$1,000,000.00) (the Implementation Policy only permits Braddock Gateway to off-set up to \$375,000 of that amount towards their open space contribution.);
- d. \$250,000 contribution towards improvements to Powhatan Park;
- e. Installation of a new traffic signal at the intersection of Route One and the end of N. Fayette Street (to be renamed.)(normally between \$150,000-\$250,000);
- f. Undergrounding of overhead utilities between this site and Route One at the end of N. Fayette Street (to be renamed.) (cost unknown, off-set from their Community Amenities Fund contribution).
- g. Pedestrian access to be provided through and across city property formerly known as Landbay N of Potomac Yard. (cost unknown)
- h. Pedestrian/landscape improvements to the end of Bashford Lane. (cost unknown).
- i. New sidewalk on the entire west side of N. Payne Street (approximately \$150,000).
- j. Pedestrian and signalization improvements to the intersection of Route One and First St. (\$38,500).

**12A-C. COORDINATED DEVELOPMENT DISTRICT#2012-0002 DEVELOPMENT SPECIAL USE PERMIT#2012-0004 STREET NAME CASE#2012-0001 1050, 1100, 1200A North Fayette Street**

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Dear Mrs. Wright

I request that the following condition be added to the application for approval of the building.

*The materials and detailing in final site plan must be commensurate with the quality of design.*

The concept approval was predicated on the design of the original application, which the applicant has requested be changed. That is unfortunate, for it was a superior design that would have given a distinctive character to the area. The original on the left is has detailed and intricate design features, some of which are lost in the new design on the right.



For many years, Ed Braswell stated that architecture is very much dictated by CFO, and to a lesser extent, architects. Today it is not uncommon for superior designs to be replaced with lesser ones, especially at the final site plan, where original architecture is being replaced with in-kind, which lacks the detailing originally envisioned in the original drawings. For that reason, I request the additional language to preserve the aims and goals of the architecture being approved here today.

Poul