

Docket Item # 10

DEVELOPMENT SPECIAL USE PERMIT #2005-0014
PAYNE STREET CONDOMINIUMS

Planning Commission Meeting
February 6, 2007

REQUEST: Consideration of a request for a development special use permit, with site plan, an increase in density and site plan modifications for construction of 146 residential units.

APPLICANT: K.Hovanian Homes at Payne Street, LLC,
by Harry S. Hart, attorney

LOCATION: 621 North Payne Street

ZONE: CRMU-H/Commercial Residential Mixed Use High

**SITE GRAPHIC
AVAILABLE IN PLANNING AND ZONING**

I. IMPACTS / BENEFITS

IMPACT/BENEFIT	COMMENTS
Consistency with Strategic and Small Area Plan	<ul style="list-style-type: none"> ▪ Active street level uses, pedestrian amenities and connections ▪ Mass and scale respect existing residential neighborhood ▪ Ground level open space and public areas ▪ Quality design and architecture
Use	<ul style="list-style-type: none"> ▪ 146 residential condominiums in several configurations, including town houses, low rise buildings, live-work units, and larger buildings.
Open Space	<ul style="list-style-type: none"> ▪ Varied open space areas ▪ 40.81% open space, 35% at grade. ▪ Public open space at south end of project (approx 15,000 sq ft) ▪ Additional green areas at grade (approx 16,000 sq ft) ▪ Private roof top terraces (4,629 sq ft)
Pedestrian / Streetscape	<ul style="list-style-type: none"> ▪ Sidewalk improvements, street trees, and pedestrian lighting ▪ Live-work units on N. Fayette St. activate pedestrian environment ▪ Setbacks on Wythe St. contribute to a green, east-west connection ▪ Mid-block break for both pedestrians and vehicles
Building Compatibility	<ul style="list-style-type: none"> ▪ Building break ▪ Designed as 5 different buildings ▪ Tallest part of building is in center and SE corner of site ▪ Low townhouse style along Wythe St. with setback and green fronts ▪ Lower building at SW corner to correspond to residential neighborhood ▪ Public green open space at south end to buffer building from neighborhood
Affordable Housing	<ul style="list-style-type: none"> ▪ Voluntary contribution of \$748,160
Traffic/Transit	<ul style="list-style-type: none"> ▪ Two blocks to Metro ▪ Well served by bus routes ▪ Transit incentives
Parking	<ul style="list-style-type: none"> ▪ 279 spaces provided, consistent with zoning requirements ▪ Full 15% visitor parking provided ▪ Two levels of underground parking ▪ Parking permits prohibited
Environment	<ul style="list-style-type: none"> ▪ Incorporation of sustainable building technology ▪ Reduction in impervious area on site
Fiscal Impact	<ul style="list-style-type: none"> ▪ Projected Revenue: \$570,000/year ▪ Net Revenue: \$290,000/year

II. EXECUTIVE SUMMARY

A. *Overview*

The applicant is requesting approval of a development special use permit to allow an increase in floor area ratio (FAR) from 1.0 to 2.5 to construct 142 residential units and 4 live-work units. The proposal consists of a mix of three- to six-story buildings located on the city block surrounded by Pendleton, Payne, Wythe and Fayette Streets. Parking is located within a two level underground parking garage accessed from the proposed internal street. Fronting North Fayette and Pendleton Streets, the live-work units will enable some ground floor activity in the form of small offices or studios for residents who live on the upper floors.

The site currently contains a one- to two-story warehouse building that acts as a barrier for pedestrians and divides the neighborhood at this important location. Located approximately two blocks (700 ft.) from the Braddock Road Metro Station, the site provides an opportunity to create a higher density pedestrian-oriented development near a transit stop at a site where the City has envisioned greater density.

The challenge with this site is balancing the level of density near one of the City's most important and expensive transportation amenities (the Metro Station), while also integrating that density and scale into the existing neighborhood – a mix of smaller and larger scale buildings. The applicant has worked with staff and the community to provide 5 different building heights, setbacks, recesses and building breaks, all of which provide what staff believes are effective elements to reduce the perceived scale and provide transitions to the neighborhood.



Figure 1: Site Plan in Aerial



Figure 2: View from Wythe Street

In addition, this proposal incorporates the principles of the upcoming Braddock Metro Neighborhood Plan (Braddock Plan) and redevelopment of this site was an integral topic of discussion throughout the community planning process for that Plan. Over the last two years, the community has had significant opportunity to provide input on the design, use, and scale of redevelopment of this site. As a result, the proposed development provides considerable public benefits such as underground parking, high quality building design, pedestrian and streetscape improvements, publicly accessible open space, sustainable building elements, incorporation of the industrial-rail line history of the site, and an affordable housing contribution, each of which are recommended elements of redevelopment as outlined in the Braddock Plan, as described in more detail below. In addition, redevelopment of this particular site will eliminate a building and warehouse use that currently acts as a barrier for pedestrians and interrupts the urban fabric of the neighborhood. The new use and site design will restore the neighborhood connections and reactivate the public realm, a fundamental principle of the Braddock Plan. For all of these reasons, staff recommends approval with the conditions outlined below.

B. Compliance with the Braddock Metro Neighborhood Plan:

Although the Braddock Plan has not yet been adopted, with public hearing slated for later this spring, the applicant recently made the decision to move forward with public hearing of this project in advance of the Plan’s formal approval. While staff might prefer that Plan adoption precede public hearing of this project, the details of the proposal allow staff to recommend approval – both for its compliance with the existing 1992 Small Area Plan and zoning, as well as for its compliance with the principles and recommendations in the upcoming Braddock Plan. The applicant has worked with the City to implement the following principles that lay the foundation of the Braddock Plan:



Figure 3: Compliance with Braddock Plan Principles

Principle: Protect existing residential neighborhoods.

Response: The applicant has worked with the City and community to achieve a design of appropriate scale and height through:

- 32 ft. wide mid-block building break;
- 5 different building heights that range from 33 to 77 ft;
- Variation in architecture to relate to the variation within the neighborhood;
- Buildings that step down in height adjacent to the smaller scale buildings; and
- Primarily residential uses adjacent to the residential uses surrounding the site.

Principle: Create new ground level public open space areas.

Response: The proposal provides neighborhood open space with:

- 15,000 sq.ft. publicly accessible open space on the southern portion of the site;
- approximately 8-17 ft. front yards on Wythe and Pendleton Streets; and
- 31,000 sq.ft. ground level open space, which is visually accessible from the adjoining public streets.

Principle: Create safe, walkable neighborhoods.

Response: The proposal provides pedestrian and streetscape amenities in the form of:

- 14 ft. sidewalk on perimeter;
- Located utilities below grade on North Payne Street;
- Active uses on each street frontage;
- Pedestrian scale lighting;
- Decorative trash receptacles; and
- Active street front uses including live-work units, numerous doorway entrances, and pedestrian walkways into and out of the development.

Principle: Create and encourage sustainable development.

Response: The proposal embodies the following sustainable principles:

- Brownfield redevelopment;
- Locating density near the Metro Station; and
- Earthcraft certified building.

Each of these features echoes principles in the Braddock Plan, and succeeds in creating a development that is compatible with both the adjacent existing residential neighborhood and new Metro-oriented development anticipated in the near future.

C. Mass, Scale and Compatibility

Staff has worked with the applicant and the community to locate the tallest portion of the building in the center of the site and along Fayette Street to minimize impact on the existing lower-scale residential development to the north, west and southwest. The tallest elements (77

ft.) of the building are located adjacent to the Monarch development and the site to the east where heights of 50 - 77 ft. are permitted.

On the portion of the site that fronts lower scale development, buildings have been stepped down to 3 stories to provide a compatible relationship with the existing neighborhood. A full building break also helps to further break up the mass and act as a transition between the higher buildings in the middle of the site and the 3-story buildings proposed along Wythe Street. The building break also serves as access to the parking garage and as a drop-off /pick-up area. To further break up the building mass and provide a transition and buffer to the existing neighborhood, a green space area, open to the public, has been provided along Pendleton Street. Additionally, the project has been designed with a variety of architectural styles,

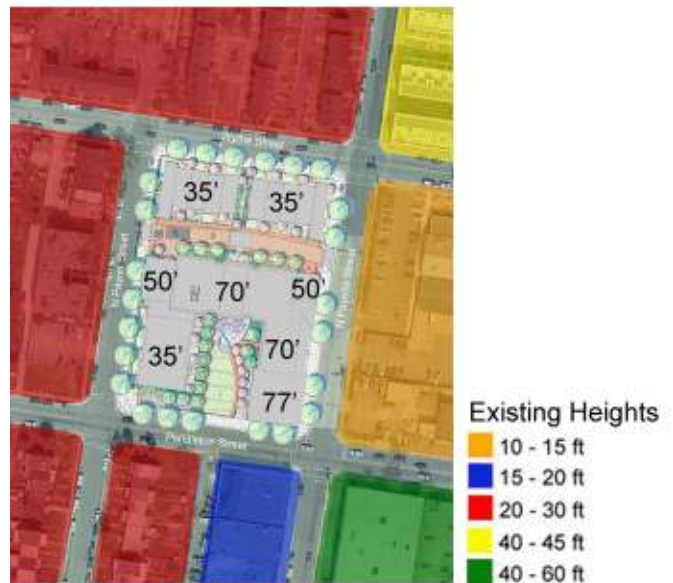


Figure 4: Surrounding Building Heights

heights and roof forms resulting in a project that appears to be 5 different buildings built at different times. The result is a project that is quite dense (2.5 FAR), while still relating to each of the different scales that surrounds it, including, especially, the small scale residential neighborhood to the north, south and west.

D. Open Space and Pedestrian Improvements

The proposal includes a public open space area at the south end of the block, creating what is essentially a large “pocket park” for the neighborhood, and helping to buffer the smaller scale residential neighborhood to the south from the larger, newer development near the Metro. This open space courtyard area is approximately 15,000 sq. ft. and designed to be inviting to the public, with hardscape, grassy lawn, seating and a fountain. In addition, the project includes green front yards on Payne and Wythe Streets and landscaping throughout. The open space has been designed and located in a manner to be visually and physically accessible from the adjoining streets to provide a sense of “openness” and contribute back to the pedestrian environment and streetscape. The ground level open space comprises 35% of the site. The proposal also includes some (4,620 sq.ft.) private rooftop terraces.

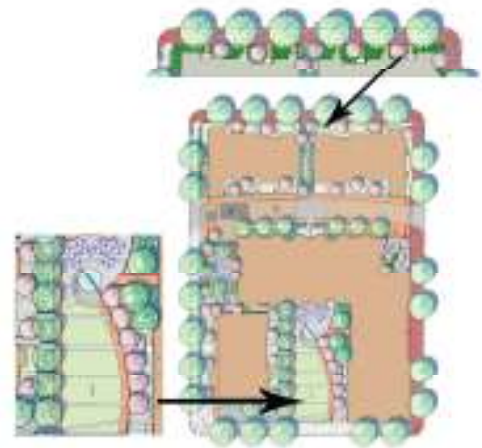


Figure 5: Public Open Space and Front Yards

In addition to the open space, staff has worked to incorporate attractive and safe pedestrian-streetscape improvements on the perimeter of the site that include the following:

- 14 ft. wide pedestrian zones on the perimeter of the site (6 ft. to 10 ft. wide unobstructed sidewalks);
- Brick sidewalks for the two primary pedestrian routes (Wythe and Fayette Streets) identified in the Braddock Plan;
- Public art or sculpture within the public courtyard open space;
- Retention of the existing rail lines with the new sidewalk on Fayette Street to recall the history of the site;
- Stamped asphalt pedestrian crosswalks;
- A bus shelter on Pendleton Street;
- Pedestrian scale lighting for each street frontage and the internal courtyard;
- Public benches and trash receptacle for the street frontages and internal courtyard;
- Bicycle racks; and
- Additional landscaping and amenities within the central courtyard.



Figure 6: Existing Rail Line on N Fayette St



Figure 7: Proposed Rail Line on N Fayette St

E. Environmentally Sustainable Building

At the direction of City Council, the Planning Commission and the Braddock Plan, staff has been working to incorporate sustainable building technology for development proposals. A challenge with incorporating these elements into residential buildings is that the LEED scoring system is geared more towards commercial office buildings. Although LEED has been discussing a system for scoring residential uses, it will likely not be released for several months or more. As a result, staff is recommending the Earthcraft certification program, an environmental certification specifically tailored to residential uses, be applied to this project. This certification approach provides points based on site planning, energy efficient buildings (lighting), resource efficient design (building materials), waste management and air and water quality among other categories. The cost for implementing these elements in the site design and building is considerable – in this case approximately \$100,000-150,000. However, the “green” or sustainable” elements of the building provide benefits to the City and future residents, including reduced air and water pollution, minimized depletion of natural resources, reduced operating costs and optimized economic performance over the life of the building and better indoor air quality. As discussed in more detail below, a challenge with integrating the green and sustainable elements into residential buildings is that the technologies and the certification processes are evolving, and staff recommendations are continuing to evolve to reflect these changes.

F. Recommendation

Staff recommends **approval** of the proposal with the proposed staff recommendations.

III. BACKGROUND

A. *Site and Surrounding Context*

The site is located at an important transition point for the Braddock neighborhood, where higher density, Metro-related redevelopment areas to the north meet the small scale residential uses of the Parker-Gray Historic District to the south. The site itself is surrounded by a variety of uses both old and new, including low scale residences to the north, west and south, the Braddock Lofts townhouses to the northeast, the United States Post Office to the east, the residential Monarch development to the southeast, and commercial warehouse facilities to the south on Fayette Street. This varied mix of adjacent uses and scales is characteristic of the Braddock Road Metro area.



Figure 8: Surrounding Site Context

Commonly referred to as the Security Storage property, the two acre site is surrounded by Wythe, North Fayette, Pendleton, and North Payne Streets. Security Storage, a warehouse facility leased by the Federal government, currently occupies the site. The lease expires February, 2008. From both Wythe and Pendleton Streets, the existing building appears as a continuous 20 foot tall brick wall, extending the entire block face. Two entrances and loading areas are visible from N. Payne Street, while a continuous wall of loading doors is visible from N. Fayette Street. There are no existing trees onsite, and the sidewalks that border it are void of street trees. In fact, there is no sidewalk along North Fayette Street because the frontage is lined with loading bays and abandoned railroad tracks. A minimal grade change of approximately seven feet exists between North Payne to North Fayette Street. Overhead utility lines exist along North Payne Street.



*Figure 9:
Existing Site*



The site is surrounded by different uses and scales in all directions:

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- To the north, the site is bordered by the low scale (25-30 ft. tall) Andrew Adkins ARHA townhouses. The Braddock Plan anticipates that if this block redevelops, the height would range from 50' to 77'.
- To the northeast are the recently built Braddock Loft condominiums, which are three stories tall along Wythe Street (45 ft. total height).
- To the east of the site is the one story United States Post Office with its surface parking lot and a vacant parcel which may redevelop at some point in the future. The properties are zoned CRMU/M which permits building heights of up to 50-77 ft.
- Southeast of the site is the new Monarch residential development (40-60 foot building).
- Along North Fayette Street are a series of low scale commercial and warehouse uses, including the Whitestone auto garage and a furniture store, which range from 15-20 feet in height, both of which may redevelop in the future.
- South and southwest of the site are established lower scale townhouse (20 to 30 feet tall) neighborhoods.
- One block to the northwest is the Metro-oriented Colecroft development on West Street, with buildings to the south of the Braddock Metro station that are 77 ft. tall.



Figure 10: Surrounding Context

This broad mix of surrounding uses, sizes and shapes makes redevelopment of the proposed site challenging, if it is to be done in a manner that is compatible with the existing neighborhood while still providing an appropriate level of density one block from the Metro station. Beyond the immediately adjacent uses, the site is also located at a demarcation point, roughly on the border between the older, stable residential neighborhood of Parker-Gray to the south, and the newer, and yet to be redeveloped denser development areas to the north. As such, it must serve as a transition point, and must correspond to old and new, large and small, residential and commercial uses. Ideally, it will create a connection between these areas with their varied uses and scales.

B. Project Description

The applicant proposes to demolish the existing 93,000 sq.ft. warehouse on the site, and build a 146 unit project that will include 58 one-bedroom, 62 two-bedroom and 22 three-bedroom units, with a total floor space of 216,126 sq.ft. The units will range in size from 1,000 sq.ft. to 2,000 sq.ft. A two-level below grade parking garage will provide a total of 279 parking spaces and will incorporate the required residential parking (240 spaces). In addition, the applicant is providing 36 (15%) visitor parking spaces within the underground garage. Controlled access to the underground garage will be from the proposed central street-alley, typical in design of many blocks within the City.



Figure11: View from N Payne Street

The building faces are articulated in a series of vertical bays, with portions of the buildings set back providing visual interest and providing additional areas for landscaping, open space and courtyards between the buildings and the adjoining public streets.

IV. ZONING

A. Zoning History

In 1992, the property was zoned CRMU-M as part of the adoption of Braddock Road Metro Small Area Plan and comprehensive rezoning. It was later rezoned to CRMU-H in 1994 as a result of litigation regarding the 1992 zoning. At that time, this site, the one immediately to the south at 520 North Fayette, and the Hennage (now Monarch) site were each rezoned from CRMU-M to CRMU-H. For this site, a voluntary proffer accompanying the rezoning limits development without an SUP to what is allowed under CRMU-M. Technically, as a result of the zoning proffer, the increase in density the applicant requests in this application is from 1.0 (residential density under CRMU-M) to 2.5 (CRMU-H residential density with SUP).

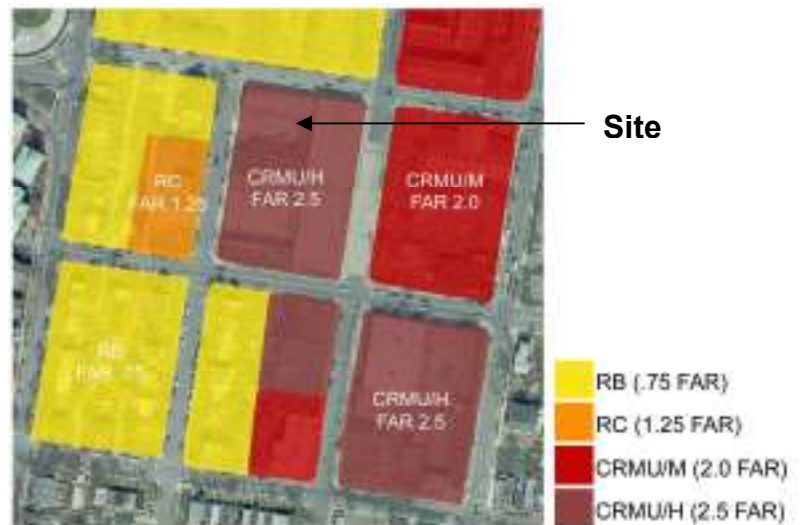


Figure12: Existing Zoning

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Property Address:	621 North Payne Street	
Total Site Area:	87,173 sq. ft/ 2 acres	
Zone:	CRMU-H/Commercial Residential Mixed Use (High)	
Current Use:	Warehouse	
Proposed Use:	Residential multi-family	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	1.00**; 2.5 w/SUP	2.5*
# of Units		146
Yards/setbacks	n/a	1-30'
Height	77'	33-77'
Open Space		
Ground level	35%	35.5% (30,943 sf)
Roof top		5.31% (4,629 sf)
Total:		40.81% (35,572 sf)
Parking :		
Residential	240	243
Visitor (15%)	36	36
Total	276	279***
*SUP requested		
** The 1.0 FAR is part of a rezoning proffer (REZ# 94-11A)		
*** Does not include Live-Work – (See discussion below)		

V. STAFF ANALYSIS

The proposed redevelopment of this vacant warehouse site presents an opportunity to redevelop an entire City block located only two blocks from the Braddock Road Metro station. The warehouse use on the site is a remnant of the warehouse uses that were once typical of this area. Staff anticipates that this is one of the many warehouse uses that will be redeveloped within this area in the next several years.

The proposal is proceeding in advance of the forthcoming Braddock Plan, which is slated for a public hearing later this spring. However, the applicant has worked with staff and the community to incorporate the elements of the Braddock Plan. While staff might prefer that Braddock Plan adoption precede public hearing of this project, the details of the proposal allow staff to recommend approval – both for its compliance with the existing 1992 Small Area Plan and zoning, as well as for its compliance with the principles and detailed recommendations established in the forthcoming Braddock Plan. The applicant has worked with the City to implement the planning principles that lay the foundation of the Braddock Plan.

The proposed mix of land uses (residential and live-work units) will enable residential uses within a reasonable walking distance to the Metro Station, utilizing this important transportation amenity within the City. The proposed use combined with the proposed useable and consolidated open space will create what staff believes will be a vibrant urban development consistent with the Braddock Plan's vision. The open space with landscaping, amenities and elements such as public art, will create a pocket park or "outdoor room," providing a useable area to bring people together through casual encounters, increasing daily exchanges and a sense of community for this portion of the City.

Even though the City's plans support redevelopment of the site, its specific location within the Braddock area makes its development a challenge. As highlighted by the Braddock Plan, any redevelopment of the site must respect, in addition to typical development concerns:

- The varied uses surrounding the site;
- Its location next to a historic, older, low scale residential neighborhood;
- The need to create connections among disparate neighborhoods;
- The importance of creating a new pedestrian environment; and
- The need for new public open spaces throughout the area.

The applicant has worked with staff and the community and has integrated elements of the Braddock Plan. Staff supports the proposal, including its density increase, because of the applicant's successful effort to address each of the aforementioned concerns and to create an urban, residential project that fulfills the principles outlined in the upcoming Braddock Plan.

A. Braddock Plan

The Braddock Plan attempts to reconcile three seemingly disparate objectives, all endorsed by the community through the recent public process. First there is the clear desire to preserve the existing stable and historic residential areas of the Braddock Road Metro area, most of which is located in the Parker-Gray Historic District. In addition, there is a desire to maximize the Metro location by allowing appropriate redevelopment of the large warehouse sites adjacent to the Metro. Finally, the Braddock Plan seeks to create an “urban village,” a key concept of Council’s Strategic Plan to connect existing and new neighborhoods with active uses, walkable places and open spaces in order to create a desirable urban community where people live and work.

The proposed Braddock Plan refines several elements of the 1992 Braddock Road Small Area Plan. Specifically, the upcoming Plan (which will become an addendum to the 1992 Small Area Plan) isolates a few sites for different zoning, identifies those limited sites where additional density can be managed and, more generally addresses the important additional redevelopment elements required to make the area a vibrant, transit oriented, pedestrian friendly neighborhood, one that respects and is connected to the existing smaller scale neighborhoods of Parker-Gray.

While the Braddock Plan does not identify this site for rezoning or increased density, the site was rezoned in the 1992 Small Area Plan to the flexible CRMU zone specifically in order to provide incentives for residential or mixed use redevelopment at higher densities. That zoning is not proposed to change with the upcoming Braddock Plan. The Plan does identify this site as a development opportunity (*Development Opportunity “H”*) because of its proximity to the Metro Station, current use, and ability to achieve a comprehensive development on an entire City block. The Plan envisions the transformation of this site into an active urban development, with pedestrian friendly street frontages, ground level open space, appropriate scale transitions, and high quality building design. The applicant has complied with all of the recommendations for this site as set forth in the Braddock Plan.



Figure 13: Braddock Plan Development Opportunity Sites

B. Mass, Scale and Compatibility

Braddock area residents who participated in the recent Braddock Plan process emphasized the importance of preserving neighborhood character through transitions in mass and height when

new development is built near existing smaller scale residential neighborhoods.

In this case, the proposed residential project is quite dense, consistent with permitted zoning which allows a 2.5 FAR (with a Special Use Permit) and heights up to 77 feet. However, the building mass has been designed on the site to minimize its bulk and size. Instead of a monolithic structure at this key location, the proposal is composed of a series of volumes that work in harmony to produce development that appears as a series of structures. The proposal locates the taller buildings in the center of the site and along Fayette Street, away from the surrounding low-scale residential development. It also includes transitional mid-rise buildings on both North Fayette and North Payne Streets and lower level building elements on the north and southwest portions of the site, across from the existing low-scale residential development.



Figure14: View of Site from Payne and Pendleton Streets

Building Break - Interior Street

Typical of the historical development pattern in the City's neighborhoods, the proposal features a mid-block street-alley, which breaks the building into separate volumes. In addition, the townhouses on Wythe Street have a mid-block building break and a front yard setback ranging from approximately 8 ft. to 17 ft. Also, the courtyard on Pendleton Street is recessed approximately 130 feet. The recessed courtyard, building breaks, small front yards, and internal street all contribute to reducing the perceived mass and scale of the development.

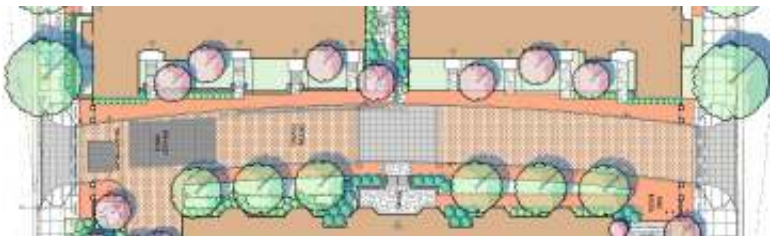


Figure15: Building Break - Interior Street

Varied styles, heights and roof forms for each building unit and each frontage

The proposal includes a series of very different building blocks for residential living. They are designed at different scales, heights, roof forms and architectural styles to best coexist with each other and the surrounding uses. The variety in style and size, in addition to the use of building breaks, offsets, indentations, setbacks and horizontal articulation, all combine to create an impression of different buildings that were built at different times, a circumstance seen on many of the nearby Braddock Road area blocks, rather than one large building.

Wythe Street

Twenty “back to back townhouses” are proposed for this street frontage. They will be three-story, approximately 35 ft. tall units, with 8-17 ft. front yards on Wythe Street and a central mid-block pedestrian break. The front yards will reinforce Wythe Street as a green pedestrian corridor as envisioned by the Braddock Plan.



Figure16: Wythe Street Elevation

The units will front Wythe Street and the internal street-alley, and the end townhouse units will have doors on both North Fayette and Payne Streets. All of the townhouses have individual entrances, with small front yards and open iron fencing. The back to back townhouses are approximately 2,000 sq.ft. in size. There will be eight individual entrances on Wythe Street.

The townhouses on Wythe Street and Payne Street are compatible with the neighborhood in several ways. First, they provide transition between the tallest central portion of the development site and the lower scale Andrew Adkins townhouses and other buildings across Wythe Street and Payne Street. The Braddock Plan recommends that the Andrew Adkins block be rezoned to a CDD zone to allow greater density (up to 2.0 FAR) and heights, while also requiring “step-downs” in height. The proposed CDD development will include lower heights and green space along Wythe Street, a large open space area along North Fayette Street and an extension of Payne Street to the north to divide the Andrew Adkins parcel into reasonably sized development sites. If CDD development does not occur, the maximum height across Wythe Street will remain 45 feet.

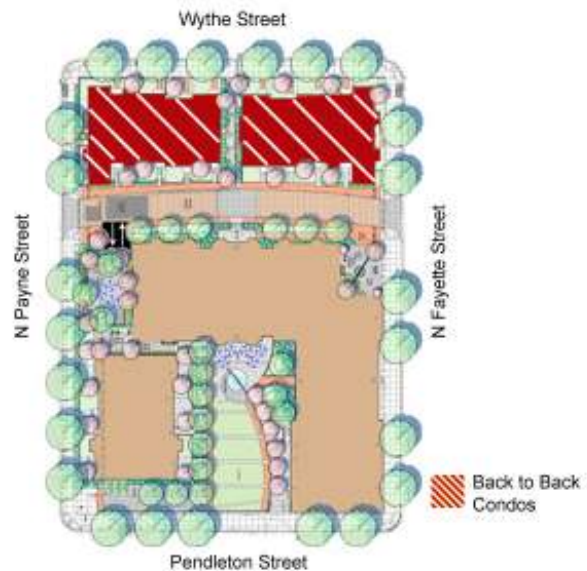


Figure17: Back to Back Condominiums

In addition, the Braddock Plan designates Wythe as a key pedestrian street, connecting the Metro Station with the Potomac River and the civic uses (Post Office, Black History Museum and Charles Houston Recreation Center) along the way. The townhouses, with their individual front yards and doors, provide activity and a small-scale active environment for pedestrians. They also, with their green frontages, are consistent with the objectives of the City’s Open Space Plan, which identifies Wythe Street as a location for increased green treatment.

Payne Street

The units on this street will be predominantly three stories, with one element of the building being four levels. The three level townhouse units will have front yards and individual entrances on the street.



Figure18: Payne Street Elevation

Designed as a three-story, 35 foot tall building, with a dark base and a light red brick top, it recalls the unpretentious, industrial building stock of the Braddock area. The design includes a large entryway covered by a traditional awning structure. In scale it is similar to an apartment building structure, and very similar to the apartment building located across Payne Street to the west. It is larger than the townhouses on Wythe Street, but smaller than the other structures on the site, and the fact that it is different in scale is significant, adding to the variety on the block.

Pendleton Street

Approximately 70 % of this 170 foot long frontage is occupied by the proposed open space-courtyard. The two building elements on each side of the open space are three stories on the southwest side of the open space and six stories on the southeast side of the open space. The three-story element is setback 40 feet from the street. The six-story element at the end of the central courtyard is setback 150 feet from the street. The courtyard is intended to be open space for the community and City but also a buffer to the adjoining smaller scale homes to the southwest.



Figure19: Pendleton Street Elevation

Fayette Street

This street consists of a six-story building, a five-story building and three-story buildings, with the internal



Figure20: Fayette Street Elevation

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street/alley providing a 50-60 ft. break between the buildings. Four live work units are located on the southeastern portion of the street adjacent to the commercial uses to the south and in close proximity to the retail uses proposed for the Monarch development.

Live Work Units

Fronting North Fayette Street, Pendleton Street, and the internal courtyard are four live-work units which will allow for some ground floor activity at the street level in the form of small offices or studios for residents who live on the upper floors. Each unit will have access to the street or courtyard and a limited amount of signage. The units are not intended for retail uses.

Increase in density to 2.5 FAR

Staff supports the applicant’s request to build its project with a 2.5 FAR because the proposed mass has been arranged in a way that minimizes its impact. The potential for a density increase has been included as part of the CRMU scheme of zones since 1992, in order to create an incentive for residential or mixed use development on large sites in this redeveloping area, in close proximity to the metro station.



Live – Work Units
Figure21: Live Work Units

By way of comparison, staff notes that other nearby development is similar or denser than this one. For example, the Monarch, with a 2.33 FAR and 168 units in a three to six story building is similar. On the other hand, two earlier projects north of the development site were much denser. Potomac Club I, on North Fayette Street and Braddock Place, was approved in 1991 for 183 dwelling units and an FAR of over 4.0, at the equivalent of 243 units per acre. Potomac Club II, approved in 1999, allowed 296 units to be built on North Fayette Street and First Street, at an FAR of 3.0 and the equivalent density of 190 units per acre.

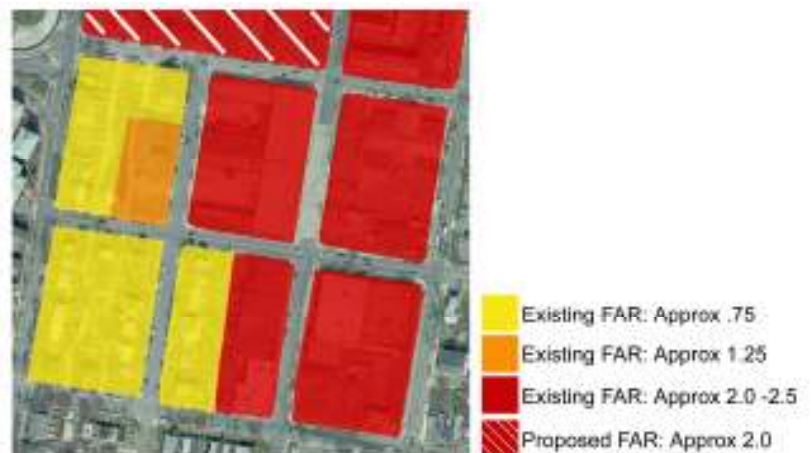


Figure22: Existing and Proposed FAR

Staff supports the requested increase to 2.5 FAR for two main reasons. Each of the several building components has been carefully designed to provide great diversity in scale, detail, and

design in order to be compatible with the adjacent lower scale neighborhood. Second, having achieved this compatible design, the proposed development's close proximity to the Metro Station makes it an appropriate location for slightly higher density.

C. Open Space

The Braddock Plan stresses the need to add new open space to the Braddock area. While encouraging urban, transit oriented development, the Plan's emphasis on open space also reflects the physical and mental need for urban dwellers to have places of respite and civic gathering areas.

The proposal provides both private and public open space areas, amounting to approximately 31,000 sq. ft. (35%) of ground level open space. Approximately 15,000 sq.ft. of the ground level open space is consolidated in a public courtyard opening onto Pendleton Street, while the remaining ground level open space is primarily located between the sidewalk and the building. The project includes four small private rooftop terraces and one larger community terrace on the fifth floor overlooking North Payne Street. Each terrace includes pavers, planters, ornamental trees, shrubs and ground cover, among other features.

At the request of the City, the applicant has agreed to provide a public open space easement for the ground level courtyard and pedestrian connection. While this ground-level open space is considerable, the overall effectiveness of this space as a pocket park for the community will depend on the quality of the courtyard design, materials, maintenance, and amenities within the space. To address these issues, staff has added a recommendation requiring additional refinement to the open space including a central focal feature such as a fountain or public art sculpture, additional trees and amenities, decorative paving and less hardscape. While the open space is publicly accessible, the space will be privately maintained by the condominium association of the development.

D. Pedestrian/Streetscape Improvements

One of the central principles of the Braddock Plan is focusing emphasis on the pedestrian over automobiles both



Figure 23: Proposed Public Open Space on Pendleton Street



Figure 24: Hunter Miller Park - Similar in Size to Proposed Public Open Space

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to promote transit, and to facilitate a vibrant and safe community. The existing warehouse use on this site -- just one block from the Metro Station – currently acts as a barrier to pedestrians because of its high, long brick walls, uninteresting frontages, loading bays, above grade utility lines, absence of trees, and lack of sidewalk and parking, at least on North Fayette Street.

The proposal incorporates the following elements to create a more pedestrian – oriented block:

- Small block size
- Buildings front on streets with active ground floor uses
- Interesting places to walk to and from
- Other people and activity
- A mix of land uses
- On street parking as pedestrian protection
- Adequate sidewalk width
- Shade trees, benches, trash containers
- Pedestrian level lighting
- Eyes on the street

In addition to these basic pedestrian features, this particular development includes additional elements that further improve the neighborhood’s pedestrian environment.

- The Braddock Plan outlines a hierarchy of streets on which to focus pedestrian improvements. N. Fayette, Pendleton, N. Payne, and Wythe Streets are all identified in the hierarchy because of the likelihood that they will be well-traveled pedestrian routes. Of those, both Wythe and North Fayette Streets are identified as *primary* pedestrian routes, because they will likely be the most heavily traveled, connecting important community destinations. This proposal respects the Plan’s emphasis, with the townhouse scale buildings and green front yards along Wythe Street, and the live-work units on North Fayette Street. In keeping with their hierarchy in the Plan, the sidewalks on Wythe and North Fayette Streets will be brick sidewalks.
- Existing overhead utilities on North Payne Street along the property frontage will be located below ground by the applicant.
- A new bus stop shelter will be built by the applicant at the existing bus stop on Pendleton Street.

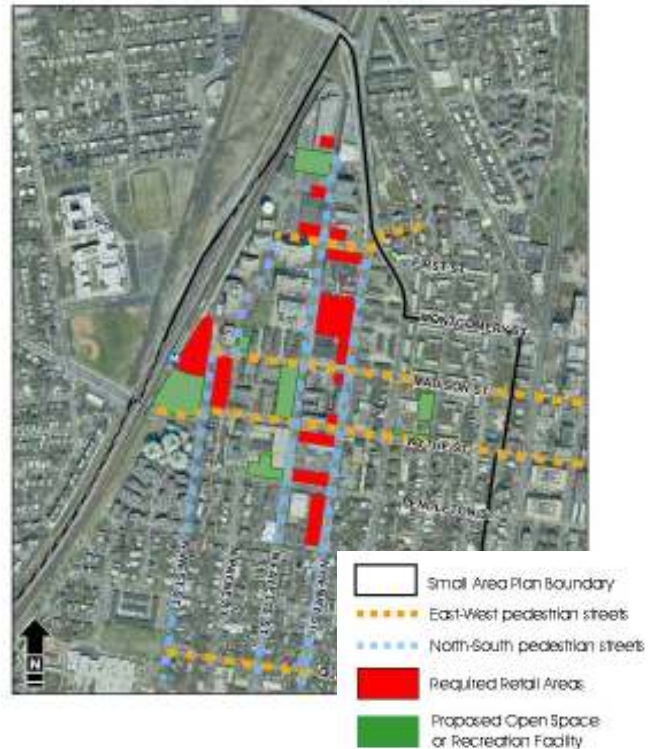


Figure25: Pedestrian Improvements

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- Active uses, front yards, live-work units, and public open space for each street frontage.
- Staff recommends that the railroad tracks still existing on the North Fayette Street side of the project be preserved as a remnant of the industrial past.

The result of these improvements will be a dramatic change from the site's current condition and will help this block act as a connection between and among areas around it, linking neighborhoods, uses, the Metro Station, and civic and cultural neighborhood sites to each other.

E. Parking

Staff has included several conditions to ensure that the underground parking is available to residents and that spillover parking into the adjacent neighborhoods is minimized, including:

- visitor spaces must be signed and reserved for visitors;
- parking must be provided for the commercial space in the live work units unless permitted by the Braddock Plan;
- one space must be included with the purchase price of each unit;
- a minimum of one space shall be assigned to any one unit;
- all unassigned spaces must be made generally available to residents; and
- residents will not be allowed to obtain residential parking district permits to park on the adjoining public streets.

In order to avoid the potential for spillover parking into the neighborhood, the Braddock Plan does not include this site in the Plan's proposed Braddock Metro Parking District. The proposed new District will allow new development to provide fewer parking spaces than the zoning ordinance typically requires. This approach is similar to those utilized at both the King Street and Eisenhower Avenue Metro Station areas and is designed to promote transit use. However, because the Braddock area includes large neighborhoods of stable, small-scale residential uses which rely on on-street parking spaces, the boundaries of the new Braddock District are located away from the neighborhoods so as not to impact them. Specifically, the new District is located north of Wythe Street, and does not include the Payne Street Condominium Site.

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Figure 26: Existing Parking Limitations

The proposed development site is not included in the new district because it is immediately adjacent to existing residential neighborhoods that will be harmed by new residents parking on neighborhood streets. This development site is on the border of the older, Parker-Gray neighborhood to the south, which is distinctly not “metro-oriented,” and the future, dense, Metro-oriented development areas to the north where reduced parking will be more appropriate. In addition, since the proposed development will consist of condominium and owned units, it is likely that while residents may use Metro, they will also own and park their cars on site. For these reasons, staff supports the need for code required parking, consistent with zoning, and including the full visitor parking complement for the new condominium development.

Parking has been provided for the residential units per code requirements, but parking for the “work” portion of the live-work units has not been provided on site. Since the project is proceeding ahead of the Braddock Plan, the site plan must technically conform to the parking requirements of the Zoning Ordinance, which would require parking to be provided at a ratio of 1 space for every 500 sq.ft. of floor area. This computes to an additional 5 spaces required for the project. Therefore, staff is recommending the provision of 5 additional spaces on the site. However, the draft Braddock Plan envisions that parking will not be required for live-work units. Therefore, staff also recommends that if the upcoming Braddock Plan does not recommend parking, then parking would not be required on the site. Staff has included a recommendation that requires the applicant to provide the additional spaces if determined in the Braddock Plan.

F. Traffic

According to the traffic impact analysis submitted by the applicant, the proposed development will generate approximately 424 daily trips. During the morning peak hour, approximately 33 trips will be generated, while approximately 39 trips will be generated during the evening peak hour, which is a negligible increase in traffic for the area. The traffic impact analysis also analyzed a series of intersections in the immediate vicinity and drew conclusions based on existing conditions, future conditions without development, and future conditions with development (Braddock Place, The Monarch and The Prescott). Traffic analysis results are summarized in Table 1 below.

Table 1.
Level of Service and delays for key intersections

Intersection	Existing Conditions		Future without Development (2010)		Future with Development (2010)	
	Level of Service (delays in sec./veh.)					
	AM	PM	AM	PM	AM	PM
N Henry Street and Wythe Street	B(17.9)	B(17.6)	B(18.3)	C(20.3)	B(17.5)	C(20.6)
N Henry Street and Pendleton Street	A(9.3)	A(7.9)	A(9.1)	A(8.2)	B(11.7)	A(8.2)
West St/Braddock Rd/Wythe Street	C(27.7)	C(26.6)	D(35.5)	C(29.2)	D(35.6)	C(29.4)

Even accounting for some future development, traffic at intersections will not be slowed significantly, and the overall results are not significantly different from the traffic impact in the area without any development.

Alternative Transportation Modes – Mass Transit

The development site is within 700 feet, or two blocks, of the Braddock Road Metro Station, and residents of this project will have access to Metro as well as several bus routes for convenient, non automobile travel. Currently, the Alexandria Transit routes 2, 3, 4, 5 and 3 / 4 are accessible at the Metro Station. In addition to these routes, a bus stop is located adjacent to the site on Pendleton Street, serving Alexandria Transit Routes 3 and 3 / 4. Metro Bus routes 10A, 10B, and 10E are also accessible from the site.



Figure27: Proximity to Metro

In order to provide further incentives for new residents to use transit, staff is recommending a

series of conditions, typical in development cases, including:

- that the condominium association fund a transit incentive program account at an annual rate of \$190 per occupied residential unit, with the money to be used to discount transit fares, advertise transit, and pay for carshare vehicles;
- that the association designate a transit coordinator to manage the transit incentive program, promote the program to residents, and report to the City on its effectiveness; and
- that the building be wired for high-speed and wireless internet access to promote teleworking.
- Carshare vehicles

In addition, the extensive pedestrian and streetscape improvements being made as part of the project should encourage walking to transit locations in the neighborhood.

G. Affordable Housing

The developer has offered to make a voluntary contribution of \$2 per gross square foot on the 1.0 FAR gross square feet of permitted development and \$4 on the additional 1.5 FAR gross square feet made possible by the SUP, for a total voluntary contribution of \$748,160 to the Affordable Housing Trust Fund. This voluntary contribution is consistent with the conclusions of the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. This significant contribution to the Housing Trust Fund should enable the City, working with its housing partners, to either add new or maintain existing affordable housing citywide.

The voluntary monetary contribution being offered by the applicant reflects a formula negotiated with input from the local development community and based on the anticipated built square footage of various uses. Developer contributions to the Housing Trust Fund constitute a major source of revenue for financing the City’s affordable housing program for low- and moderate-income households. Contributions are traditionally paid before the issuance of the final certificate of occupancy.

Although there are several discrete areas that have been identified in the new Braddock Plan for increased density if affordable housing is built, the subject property, given its location adjacent to small scale residential uses, at the border of those blocks leading to the stable, low-scale Parker-Gray neighborhood, is not appropriate for such treatment. It has already been zoned for significant density, especially with an SUP for 2.5 FAR, and additional density here would lead to a severe impact on the adjacent neighborhoods. Therefore, in this case, the City’s policy of accepting a voluntary monetary contribution is more appropriate.

H. Green Building and Sustainable Elements

As mentioned earlier, the LEED certification scoring system is geared largely towards commercial/office not residential buildings. LEED has been discussing a system for scoring residential uses, but it is not yet available. Another program that has recently come to the attention of the City is the Earthcraft certification program, which is specifically tailored to residential uses. The City is currently exploring this program for use in construction of the Potomac Yard Fire Station. As mentioned earlier, this certification approach provides a point system similar to LEED based on site planning, energy efficient buildings (lighting), resource efficient design (building materials), waste management and air and water quality among other categories. The difference in the two programs is that LEED focuses on site components and the use of recycled materials, which are sometimes hard to find for residential developments, and Earthcraft focuses on energy efficient building envelopes and systems to conserve energy. The Earthcraft process is also continuing to evolve. The current program provides certification for single family residential and multifamily residential up to four stories with frame construction only.

I. Construction Management

Staff has received complaints over the past year about the management of construction parking in the Braddock Metro area. The complaints range from employees parking on residential streets to the untimely blocking or closing of streets for delivery of materials, utility work or other construction related work without prior notification to the community. In order to address these concerns, staff has included a stringent and punitive condition that the construction plan specifically designate locations for off-site and off-street parking for all construction employees during all stages of construction at no cost to the employee. Staff also included language in the condition that if the construction plan is found in violation during the course of construction, a correction notice be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected.

J. Community

Extensive community participation has been the hallmark of the two-year public planning process for the Braddock Metro Neighborhood Plan. During that process, staff met with Inner City, Parker-Gray, Colecroft, and the general community in a variety of forums, including with the Planning Commission and City Council, with the Parker-Gray Board of Architectural Review, at a two day charette, at listening sessions, work sessions and more traditional public meetings. The purpose of the meetings was to listen to concerns, solicit input, and to discuss the Braddock Plan’s direction with the public and with decision makers. The essence of the community recommendations during the process is for Braddock to become a vibrant and vital neighborhood; one in which the existing neighborhoods have enhanced protection of their

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residential quality and new development must provide public benefits, such as compatible high quality architecture, a range of housing choices, open space, and shopping.

During all of the meetings on the Braddock Plan, the specific development projects proposed on individual development sites within the planning area received extensive attention. This project has, from the outset, been one of the development sites discussed with the community over many months, during 2005 and 2006, including break-out sessions where citizens could review the details of the project and recommend specific changes to it. This proposal has been consistently and uniformly well received in the Braddock Metro Neighborhood Plan meetings.

The project was also presented for discussion to the Alexandria Federation of Civic Associations where, similar to concerns voiced by the Braddock neighborhood, there was concern about parking and traffic. Those issues, including citizens' specific concerns, have been discussed above.

An issue from the residents across Payne Street related to vehicular access has recently come to staff's attention. Several residents have voiced concern with vehicular access to and from the site where the proposed mid-block alley meets Payne Street. The primary reason for their concern is the number of vehicles added to Payne Street on a daily basis and the conflict between vehicles and pedestrian activity on the street.

The proposed alley bisects the site from Fayette Street to Payne Street, serving as access to the underground parking garage and as a drop-off area and access for services such as trash removal and deliveries for the project. The grades of the site make it more desirable to locate the driveway to the parking garage on the low side of the site, which is located closer to Payne Street.

K. Vision Clearance Modification

This urban redevelopment project requires a site plan modification from the vision clearance rule included in section 7-800 of the zoning ordinance. That rule, designed to assure that there is adequate vision at intersections, requires that obstructions, such as buildings, be located a set distance from the intersection, in this case 75 feet. The proposed development, which covers an entire block, borders four intersections. Buildings are set back significantly at three of those corners, but are slightly closer (67.5 feet) to the intersection of Pendleton and North Fayette Streets than the vision clearance rule requires. As justification for the modification, staff notes that a similar situation occurs at many of the City's urban street corners, and that traffic controls, typically stop signs or traffic lights, substitute for the need for the technical setback. In this case, there are already four stop signs at the intersection of Pendleton Street and North Fayette Street, alleviating any potential problem with drivers' ability to see oncoming traffic. Because staff does not perceive a traffic safety problem from the location of the proposed building, it supports the modification.

VI. CONCLUSION

For the above reasons, and because it will strengthen the Braddock neighborhood, staff recommends **approval** of the proposal.

STAFF: Rich Josephson, Acting Director, Planning and Zoning
 Jeffrey Farner, Chief, Development;
 Tom Canfield, City Architect;
 Gary Wagner, Principal Planner; and
 Jessica Ryan, Urban Planner.

VI. STAFF RECOMMENDATION:

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

A. PEDESTRIAN/STREETScape:

1. The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall also provide the following to the satisfaction of the Director of P&Z:
 - a. The sidewalks on Fayette Street and Wythe Street shall be 14 ft wide (10 ft. unobstructed), brick sidewalks with 4 ft. x 10 ft. wide tree wells. The brick sidewalks shall be a basket weave pattern and shall comply with City standards.
 - b. The sidewalk on Fayette Street shall retain and integrate a portion of the existing rail lines. The rail lines shall be designed to be flush with the adjoining brick sidewalk.
 - c. The sidewalk on Payne and Pendleton Streets (excluding the area in front of the live work units) shall be revised to provide a 5 ft. wide landscape strip adjacent to the street, a 6 ft. unobstructed concrete sidewalk and a 3 ft. landscape strip adjacent to the buildings and/or open space. The sidewalk adjacent to the live-work units shall be 9 ft. wide with a 5 ft. landscape strip adjacent to the curb. The concrete sidewalks shall comply with the City of Alexandria standards and include “lamp black” color additive.
 - d. The existing overhead electrical/telephone lines and poles on the east side of Payne Street that serve the site shall be located underground. All underground utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping. Any switch boxes or transformers shall be within a below grade vault located within the internal street. The vault shall be screened with a metal louver. A detail shall be provided with the final site plan.
 - e. Decorative pedestrian scale light poles shall be provided for each public street frontage and the internal “street” and southern courtyard. The street light fixtures shall be single black Virginia Power “colonial” light fixtures and have a standard black finish as outlined in the Braddock Metro Neighborhood Plan.
 - f. The paving for the internal “street” shall consist entirely of decorative brick.
 - g. Sidewalks adjacent to the internal “street” shall be brick.
 - h. For the curb cut on Fayette Street, the brick shall continue over the proposed curb cut to provide a continual uninterrupted brick sidewalk.
 - i. The applicant shall install two (2) decorative public benches for the Fayette Street frontage. The bench detail shall be consistent with the Braddock Metro Neighborhood Plan.
 - j. The proposed retaining walls adjacent to the internal street, Wythe Street

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- and Payne Street shall be decorative brick to match the adjoining buildings/townhomes.
- k. The proposed fencing on Wythe and Payne Streets shall be decorative metal and shall be limited to a maximum height of 3 feet and shall be primarily open fencing.
 - l. Provide special paving patterns to designate the Fayette Street entrance as outlined in the Braddock Metro Neighborhood Plan.
 - m. The proposed concrete sidewalk on Payne Street shall continue over the proposed curb cut to provide a continual uninterrupted concrete sidewalk.
 - n. All trash cans shall be Iron Site Bethesda Series, Model S-42 decorative black metal trash cans as specified in the Braddock Metro Neighborhood Plan.
 - o. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z)
2. A perpetual public access easement shall be provided for all portions of the perimeter sidewalks not located within the public right-of-way and the sidewalks parallel to the internal street and the approximately 17,000 sq.ft. open space on Pendleton Street, to the satisfaction of the Directors of P&Z and Code. All easements and reservations shall be depicted on the subdivision plat and shall be approved prior to the release of the final site plan. (P&Z)(Code)
 3. All materials for ADA ramps shall be brick on Fayette and Wythe Street and concrete Payne and Pendleton Streets to match the adjoining sidewalks. All ramps shall include detectable warnings in accordance with Americans with Disabilities Act (ADA) requirements in the current Americans with Disabilities Act Accessibility Guidelines (ADAAG). Truncated domes are the only detectable warnings allowed by ADAAG. Grooves, exposed aggregate, and other designs intended for use as detectable warning are too similar to pavement textures, cracks and joints and are not considered equivalent facilitation. (T&ES)(P&Z)
 4. The applicant shall provide \$1,000/ea to the Director of T&ES for the purchase and installation of (8) City standard street cans along the public streets, 2 per block face. (T&ES)
 5. The applicant shall provide (14) residential bicycle parking space(s) within the underground garage and (3) visitor bicycle parking space(s) on the surface to the satisfaction of the Director of T&ES. Above-grade bicycle parking shall be powder coated, matte black finish and the design of the bicycle parking shall be an Inverted U consistent with the City of Alexandria's "Bicycle Parking Standards." The locations shall conform to those outlines in the Standards to the satisfaction of the Director of T&ES. (T&ES)
 6. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

7. The applicant shall install a “Carlyle” bus shelter which shall be black with a copper roof with associated passenger loading platform on Pendleton Street. Alternatively, if located outside the right-of-way, the shelter may be designed as an integrated element of the open space to the satisfaction of the Directors of T&ES and P&Z. The following shall also be provided to the satisfaction of the Director of T&ES and P&Z:
 - a. Compliance with all handicap and ADA guidelines.
 - b. The bus shelter shall be located at the back of the sidewalk and integrated into the design of the open space, taking into account the location of trees wells and light poles in the front and rear bus loading zones.
 - c. If a portion of the bus stop is located outside the public right-of-way, the applicant shall be responsible for providing all applicable easements.
 - d. The bus shelter and tree wells shall be located so that they don’t interfere with bus passengers boarding buses through the front side door and alighting from buses the front or the rear side doors of a typical 35 foot long DASH bus. (T&ES)(P&Z)
 - e. The bus shelter shall be maintained by the Applicant and the Condominium association when the property is turned over by the Applicant.
8. On-street parking is provided on the proposed plan and the applicant shall replace the existing District 5 parking signs along the North Fayette Street frontage of the proposed development. (T&ES)

B. OPEN SPACE/LANDSCAPING:

9. A landscape plan shall be provided with the final site plan. The plan shall use industry standard nomenclature, shall include the level of landscaping depicted on the preliminary landscape plan, and shall also at a minimum also provide the following submission to the satisfaction of the Directors of P&Z and RP&CA:
 - a. Provide three additional street trees on Fayette and Payne Streets to enable the street trees to be spaced 30 ft. on center.
 - b. The street trees on the landscape plan shall consist of the following:
 - i. Fayette Street- Red Maple
 - ii. Pendleton Street – Willow Oak
 - iii. Payne Street – Red Maple
 - iv. Wythe Street – London Plane
 - c. Foundation plantings and landscaping for the front yards shall be provided for the proposed back-to-back townhouses on Wythe Street and the internal street.
 - d. Foundation plantings and landscaping shall be provided for the units with front yards on Payne Street.
 - e. The street trees on Fayette and Wythe Streets shall be planted in a 5 ft. wide continuous planting trough with aeration, drainage and gator bags.

The street trees on Payne and Pendleton Streets shall be planted within a 5 ft. wide continual planting strip.

- f. The planting troughs shall be a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the tree. A detail shall be provided on the final landscape plan.
- g. Evergreen groundcover shall be provided within each tree well and shall also be reflected in the plant schedule.
- h. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a 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.

General:

- i. The plan shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
- j. Provide evidence of coordination with above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading. Ensure positive drainage in all planted areas.
- k. Locate site utilities to minimize conflicts with street trees. In areas where utilities at back of curb conflict with location of street trees-locate utilities beneath street pavement.
- l. 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, metal grates, coordination with site utilities.
- m. Provide detail sections showing above and below grade conditions for plantings above structure. Demonstrate a minimum dimension of four vertical feet and 300 cubic feet of planting media per tree for planting area on top of structure.
- n. Demonstrate a minimum planting depth of three feet vertical continuous planting media for shrub, groundcover and lawn plantings above structure
- o. Clearly identify grass areas, planted areas and paved areas.
- p. The proposed shrubbery is to have a maximum height of 36 inches when it matures.
- q. All trees should be limbed up a minimum of 6 feet as they mature to allow for the greatest amount of natural surveillance. (RP&CA, P&Z, Police)

10. Provide the following notes on Landscape drawings:

- a. "Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC."
- b. "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification

Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.”

- c. “Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City’s Arborist and Landscape Architects to review plant installation procedures and processes.” (RP&CA)
11. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings including benches, trash receptacles, mail boxes, signs and other associated features. 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 and coordination with adjacent conditions. (RP&CA)
 12. Provide a site irrigation & water management system including:
 - a. Provide an irrigation plan and detail information showing irrigation system including location and type of heads/emitters, water delivery systems, sleeving beneath pavement/roads/sidewalks, controller(s), backflow preventer(s) and all system monitoring devices.
 - b. Irrigation plan shall be prepared and sealed by an Irrigator with certification at a level commensurate to this project and licensed to practice in the Commonwealth of Virginia.
 - c. 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 ninety feet apart. Demonstrate location on Final Site Plan. (RP&CA)
 13. The rooftop open space shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for the roof-top open space shall include the following to the satisfaction of the Directors of P&Z and RP&CA:
 - a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting.
 - b. Varied and high quality paving material.
 - c. A significant amount of additional landscaping and irrigation systems.
 - d. The lighting for the roof-top open space shall be pedestrian-scale pathway lighting and shall not be visible from the adjoining streets. (P&Z)
 14. The central courtyard area and other ground-level open space areas shall provide the level of detail and amenities depicted on the preliminary plan, and shall also provide amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. to encourage its use. In addition the central courtyard shall be revised to provide the following to the satisfaction of the Directors of P&Z and RP&CA:
 - a. The central courtyard and all landscaping shall be privately maintained.
 - b. Where walls or planters are necessary they shall be brick or stone.
 - c. The entire central courtyard-open space areas shall be irrigated.
 - d. All lawn areas shall be sodded.

- e. No shrubs higher than three feet shall be planted within six feet of walkways.
- f. All landscaping shall be maintained in good condition and replaced as needed.
- g. The central courtyard shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses.
- h. The fountain shall be designed as a vertical element that shall function as a focal element/sculpture that is an appropriate scale for the open space.
- i. Low scale pathway or bollard lighting.
- j. A decorative pedestrian scale sign integrated into the overall design of the central courtyard near the entrance to identify the open space as public open space.
- k. The portion of the courtyard that extends to Payne Street shall be revised to provide more green/lawn area to the satisfaction of the Director of Planning and Zoning. (P&Z)(RP&CA).

C. BUILDING:

- 15. The building shall be Earthcraft certified to the satisfaction of the Directors of T&ES and P&Z. (T&ES)(P&Z).
- 16. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated October 4, 2004. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:

Fayette Street- Courtyard (Building A)

- a. Provide a detail for the proposed metal canopy on Fayette Street, which shall incorporate detailing comparable to the building.
- b. Provision of building-mounted lighting appropriate to the size and character of the building with smaller scale fixtures is encouraged at the pedestrian level.
- c. The roof shall be a metal tile roofing material.
- d. The base of the building shall be a darker color stone.
- e. The balconies shall incorporate fascia and soffit treatment and detailing compatible with the building design. The railings shall be an ornamental metal compatible with building design in both materials and colors.
- f. The four ground floor units on the southeast portion of the building shall be designed to accommodate a live-work function.
- g. The use of the ground floor live-work units shall be limited to residential use, business and professional offices and personal service establishments as permitted within the zone and as defined by the Zoning Ordinance.
- h. The colors and materials of signage for the live-work units shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the

remainder of the building and to the unit(s) on which it is displayed to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following guidelines:

- i. Sign messages shall be limited to logos, names and street address information.
- ii. Illuminated or non-illuminated parapet signs or wall signs above the first level are prohibited.
- iii. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
- iv. Box signs shall and internally illuminated signs are prohibited.
- v. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
- vi. The live-work unit signage shall require all applicable permits and comply with the conditions contained herein. (P&Z)

Fayette Street and Payne Street (Building B)

- i. The base of the building shall be a lighter color pre-cast stone or similar material.
- j. The door shall be a functional and operational door for the unit.

Fayette, Wythe and Payne Street - Townhomes

- k. The windows shall be casement.
- l. The units shall provide varying color as generally depicted on the preliminary drawings, with any proposed changes and final colors to be subject to review and approval by the Director of P&Z.
- m. The proposed front yard fences shall be metal in complimentary material and color with the proposed townhouses, shall be limited to a maximum height of 3 ft. tall and shall be primarily open.

Internal Street

- n. The roof of the building shall be a decorative and scalloped synthetic slate.
- o. The facade materials for the front, side and rear of each building shall be entirely masonry (brick, precast, stone).

General

- p. The buildings shall be designed to incorporate a variety of fenestration as represented in the submitted plans and refined to match the architectural style emulated in each building.
- q. A color on-site mock-up shall be provided prior to the approval of the final selection of the brick and building materials.
- r. The applicant shall provide high quality windows for each of the buildings to the satisfaction of the Director of P&Z and provide samples for approval.
- s. The applicant shall provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, and window treatment, including the final detailing, finish and color of these elements, during final site plan review. The applicant shall

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- provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of façade treatment.
- t. Color architectural elevations shall be submitted during final site plan review.
 - u. The applicant shall provide detailed design drawings showing all architectural metalwork (balcony rails, transformer enclosure, garage doors, and rail at planting strip,) along with color and materials samples for each.
 - v. The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.
 - w. There shall be no visible wall penetrations or louvers for HVAC equipment: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen vents lower than 10 feet above ground. The kitchen vents in units on the first floor shall be carried through the roof and located where they are not visible from the public right-of-way. The kitchen vents for units above 10 feet shall be integrated into the design of the façade of the building, and painted to match the exterior of the building so that they are visually minimized from the public right-of-way. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of Planning and Zoning.
 - x. The applicant shall provide detailed drawings of the proposed balcony railings, including a floor projection of a minimum of 12” to create a strong sense of depth at these balconies.
 - y. The applicant shall provide plan and section details of the conditions adjoining the garage door. The garage door shall be designed to minimize the projection of light from the garage onto the adjoining street.
 - z. The final materials, details, and color selection shall be reviewed and approved as part of the final site plan review.
17. The house numbers are to be placed on the front and back of each townhouse (at least 3 inches high) including the units which front onto the central courtyard. (P&Z, Police)
18. Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO H-20 loadings. The current plan **does not** provide **this** access. **Ladder truck access shall be resolved prior to 1st Final submission.** (Code)
19. Based on a history of sound transmission complaints, it is recommended that all dwelling units have a STC rating of at least 60. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis and are subject to the approval of the Director of Code Enforcement. (Code)

20. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code)
21. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
 - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b. The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings. (Code)
22. If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.(Code)
23. All exterior building mounted loudspeakers are prohibited. (T&ES)
24. 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)

D. AFFORDABLE HOUSING

25. The developer will make a voluntary contribution of \$2 per gross square foot on the 1.0 FAR gross square feet of permitted ("by right") development and \$4 on the additional 1.5 FAR gross square feet made possible by the SUP, for a total voluntary contribution of \$748,160.00 consistent with the conclusions of the "Developer Housing Contribution Work Group Report" dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. The payment shall be made on issuance of the first Certificate of Occupancy.

E. PARKING

26. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garage by residents and visitors and discourage single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which shall provide the following:
- a. A minimum of 279 parking spaces shall be provided within the underground garage. A minimum of 36 spaces in the underground garage shall be reserved for visitor use and shall include all applicable signage.
 - b. The applicant shall provide controlled access into the underground garages that shall be designed to allow convenient access to the underground parking for residents and visitors.
 - c. Residents of the building shall be ineligible to apply for or receive any residential on-street parking permits.
 - d. A minimum of one parking space for each unit shall be provided within the underground garage as part of the initial and subsequent purchase price for the units.
 - e. Handicap parking spaces 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 required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
 - f. The applicant shall provide controlled access into the underground garage. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents and visitors.
 - g. Parking shall be provided on-site for the live-work units unless otherwise permitted by the Braddock Metro Neighborhood Plan. (P&Z)(Code)
27. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

F. MASS TRANSIT INCENTIVES:

28. A transit incentive program account shall be funded annually at a rate of \$190 per occupied residential unit. The first payment to the fund shall be made with the issuance of initial residential Certificate of Occupancy. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal

arrangement to the condominiums and/or condominium association. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained by the Director of Transportation and Environmental Services. The transit incentive program fund shall be used exclusively for these approved activities:

- a. Discounting the cost of bus and transit fare media for on-site employees and residents. The discounted bus and rail fare media shall be sold on-site to employees/residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 50%.
- b. Marketing activities, including advertising, promotional events, etc.
- c. Application fees for carshare vehicles
- d. Any other transit incentive activities as may be proposed by the applicant and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures. Transit, ridesharing, staggered work hours/compressed work week and the other program elements shall be promoted to prospective residents and residents in the residential buildings. A Transit Incentive Coordinator shall be designated for condominiums on application for the certificate of occupancy permit. This person will be responsible for implementing and managing all aspects of the Transit Incentive program and the parking management program for the project, and for providing annual reports to the Office of Transit and Programs in the Department of T&ES. The annual reports will include an assessment of the effects of the transit incentives on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any transit incentives accounts, and a work program.
- e. Information about all transit incentive elements shall be distributed and displayed to residents, including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained
- f. A ridesharing program shall be encouraged that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
- g. A Guaranteed Ride Home Program shall be encouraged and promoted as part of the ridesharing and transit marketing efforts. Provide one time free SmarTrip cards to first time condominium purchasers and retail employees.
- h. The applicant shall prepare, as part of its leasing/purchasing agreements,

appropriate language to inform residents of the transit incentives plan, prior to any lease/purchase agreements; such language to be reviewed and approved by the City Attorney's office.

- i. The Transit Incentive Coordinator shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the condominium association
- j. The applicant shall participate in any larger Transportation Management Plan and parking efforts for the Braddock Metro area and shall participate with surrounding transportation management plans if requested by the City to the satisfaction of the Directors of T&ES and P&Z.
- k. In order to promote teleworking, each of the units will be wired for high-speed and wireless internet access.
- l. Modifications to approved Transit Incentives program activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program. (P&Z)

G. SITE PLAN

29. The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z)
30. As part of the request for a certificate of occupancy permit, the applicant shall submit a building and site location survey to the Department of P&Z for all site improvements, including the below grade garage. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building(s). The certification shall be prepared and sealed by a registered architect or surveyor and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)
31. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type, and location of all utilities on the final site plan. The utilities shall be located underground in vaults which meet Dominion Virginia Power standards. Provide coordinated site utilities including location and direction of service openings and required clearances for any above grade utilities such as , telephone, HVAC units and cable boxes. Minimize conflicts with plantings, pedestrian areas and major view sheds. Do not locate above grade utilities in open space area. (RP&CA)
32. A freestanding subdivision or development sign shall be prohibited. (P&Z)

33. 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, 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 fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures; and
 - 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. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan should cover site, adjacent right-of-way and properties.
 - e. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle minimum maintained. The fixtures should not be flush against the ceiling, but should hang down at least to the crossbeam to provide as much light spread as possible.
 - f. The walls and ceiling in the garage shall be painted white or dyed concrete (white) can be used to increase reflectivity and improve light levels at night.
 - g. Specifications and details for all site lighting, including landscape lighting, pedestrian area, sign(s) and security lighting.
 - h. Photometric site lighting plan that is coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
 - i. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view. (RPC&A) (T&ES)(P&Z) (Police)

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34. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to the release the final site plan. The plan shall designate a location(s) for off-site and off-street parking for all construction employees during all stages of construction which shall be provided at no cost for the employee parking and may include applicable provisions such as shuttles or other methods deemed necessary by the City. Before commencing any clearing or 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. Copies of plans showing the hauling route, construction worker parking, and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work. 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)
35. The applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers, and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
36. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)
37. The subdivision plats, easements and/or dedication shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan.(P&Z)
38. The condominium association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the areas subject to public access easements will be owned and maintained by the COA, and the open space dedicated to the City is accessible to the residents of the community and general public.
39. 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 two parking spaces 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. A public access easement is provided within the central courtyard and is for the use of the general public. The responsibility for the maintenance of the courtyard is the responsibility of the condominium association. The hours for use by the public will be consistent with the Department of Parks, Recreation and Cultural Activities hours for public parks during hours normally associated with residential use.
 - e. All landscaping and open space areas within the development shall be maintained by the homeowners and condominium owners.
 - f. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - g. The developer shall notify prospective buyers, in its marketing materials, that the mid-block alley is private and that all on-site storm sewers are private and will be maintained by the condominium owner's association.
 - h. The developer shall present a disclosure statement to all renters, and/or condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following: that the site is located within the heart of an urban area and proximate to the Metrorail track and other railway operations. These uses will continue indefinitely and will generate noise, and heavy truck and vehicular traffic surrounding the project.
 - i. 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)
40. Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The Condominium association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
41. Exterior changes or additions to the building shall not be permitted without approval of City Council or the Director of P&Z, as determined by the Director.
42. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and

topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Director of P&Z, as determined by the Director.

43. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance transit capital projects or transit operating programs and services, which would serve all owners of property within this development, the condominium association shall be required to participate in the district, so long as participation is uniformly applied to all owners within the new district. (P&Z)
44. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a permanent certificate of occupancy permit for the building. (P&Z)
45. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
46. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. 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)
47. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
48. The proposed alley shall serve as an Emergency Vehicle Easement (EVE). Clearly define the 22 foot wide Emergency Vehicle Easement on the plan. Turning radii for the Emergency Vehicle Easement does not meet the minimum R-25 radii. Revise radii or demonstrate that the proposed radii permits access for emergency vehicles to the satisfaction of the Director of Code Enforcement. (Code)
49. Provide City standard pavement for emergency vehicle easements. (T&ES)
50. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standards. (T&ES)
51. A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained. Additional curb cuts at this location are not recommended as they impede traffic flow. (T&ES)
52. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
53. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances,

- haul routes, and storage and staging. (T&ES)
54. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the alley is a private street and that storm sewers located within the site are private. (T&ES)
 55. 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)
 56. Provide sight distance in conformance with AASHTO standards at all driveway entrances and street intersections.(T&ES)
 57. The minimum diameter for public storm sewers is 18-inches. The minimum diameter for public sanitary sewer is 10-inches. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
 58. Show all existing and proposed easements, both public and private. (T&ES)
 59. The project lies within the Combined Sewer District thus stormwater management and compliance with the City's Chesapeake Bay program must be coordinated with the City's policy for management of the Combined Sewer District. All proposed sanitary laterals shall be connected to the Potomac Yard Trunk Sewer located in N. Fayette Street.(T&ES)
 60. The limits of excavation relative to the property lines are of concern. Any structural elements that extend into right of way, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)
 61. 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. (Code)
 62. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheet on the site plan. (T&ES)
 63. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

64. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. A note to this effect shall be included under General Notes on Sheet 2. (T&ES)
65. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property and becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
66. Depict and label all utilities and the direction of service openings on above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. All utilities including but not limited to transformers, telephone and cable boxes shall be screened and shall not be visible from the adjoining streets and shall not conflict with the northern pedestrian connection. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type and location of all utilities on the final site plan. If the utilities cannot be located as outlined above, the utilities shall be located underground in vaults which meet Virginia Power standards. (P&Z) (RP&CA)
67. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for all construction trailer(s) as soon as they are in place. (Police)
68. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z)

H. ARCHEOLOGY

69. All archaeological work shall be carried out in accordance with the *City of Alexandria Archaeological Standards* and is subject to the approval of the City Archaeologist. (Arch)
70. The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.(Arch)
71. To insure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to complete a Documentary Study for this property. Alexandria Archaeology shall be contacted to obtain a scope of work for this study. If the Documentary Study indicates that the property has the potential to yield significant buried resources, an Archaeological Evaluation will be required. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
72. All archaeological preservation measures must be completed prior to ground-disturbing

activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703) 838-4399.(Arch)

73. The applicant shall contact Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.(Arch)
74. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.(Arch)
75. If warranted by the City Archaeologist, the developer will erect a historic marker on the property according to specifications provided by Alexandria Archaeology. The marker will highlight the historical and archaeological significance of the property. (Arch)
76. If warranted by the City Archaeologist, the developer will produce a booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology.
77. The archeological condition shall appear in the General Notes of all site plans and on each site plan sheet that involves any demolition or ground disturbing activity (include sheeting and shoring and grading). This will insure that on-site contractors are aware of the requirements. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology. (Arch)

I. STORMWATER

78. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
79. The project site lies within the City's Hooff's Run Combined Sewer District. Proposed stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with City's policy for management of storm water discharge within the Combined Sewer District. (T&ES)
80. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
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. 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. Applicant's BMP is treating 1.502 acres of the water quality volume being generated. There remains 0.107 acres of impervious surface, from which the water quality volume is not being treated. Applicant is encouraged to carefully explore mechanisms to treat this volume. Should this be impossible, applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Claudia Hamblin-Katnik, Watershed Program Administrator, 301 King Street, Room 3900, Alexandria, VA 22314 outlining this intent. (T&ES)
83. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
84. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the condominium association (COA) if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the COA 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 COA 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)
85. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)
86. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they

are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)

87. If units will be sold as individual units and a condominium association (COA) 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 Condominium association (COA) with respect to maintenance requirements. Upon activation of the COA, the Developer shall furnish five copies of the brochure per unit to the COA for distribution to subsequent homeowners.

Otherwise the following condition applies:

The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

88. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
89. The project is located in the Braddock West Watershed. Provide an additional 10% detention of the ten year pre-development discharge. (T&ES)
90. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
91. Provide proposed elevations (contours and spot shots) in sufficient details on grading

- plan to clearly show the drainage patterns. (T&ES)
92. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)
93. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
94. While the plan indicates no known contamination on this site, the Leaking Underground Storage Tank list sites a previously leaking, closed tank on site and an active gasoline tank on site. The plan shows a monitoring well. The preliminary site plan shall not be approved until approval of a Phase I site assessment is received and approved by the Director of Transportation and Environmental Services. (T&ES)
95. 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. "Clean" backfill shall be used to fill utility corridors.
 - 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. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)
96. Depending upon the contamination revealed in the Phase II analysis, the applicant or its agent may be required to furnish each prospective buyer with a statement disclosing the prior history of the **Payne Street Condominium** 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)
97. Due to historic uses at the site and potential for contamination, the following condition shall be included:
- a. The Applicant shall 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 Enforcement. This requirement may be superseded by the remediation plan once submitted and approved. (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services:

- F-1. Provide size of gas main and connection to the gas main and all utilities.
- F-2. Additional storm sewer inlets will be required at low points in the right of way.
- F-3 Identify type and location of solid waste collection.
- C-1 A performance Bond to guarantee installation of the required public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sanitary sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 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.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be placed underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.

- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-11 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.
- C-12 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-13 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-14 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement:

- F-1 Parking table is incorrect. Table lists 205 handicap spaces and 5 handicap spaces. **Finding resolved, table corrected.**
- F-2 Provide grade of walk to ADA accessible entrance for mid-rise condominium. **Finding resolved, grades labeled as 2%.**
- F-3 Identify if all fire sprinkler systems are to be served by one fire line. If this is not the case, additional fire lines are required. **Per applicant, one line will serve all buildings. One fire line provided. Finding resolved.**
- F-4 Identify if three story condominiums are served by a single fire sprinkler system or two independent sprinkler systems. If two independent systems are proposed, additional siamese connections will be required. If a single fire sprinkler system is to serve both three story condominiums, relocate Wythe Street FDC to the Payne Street side of the structure. **Per applicant, fire systems for 3 story structures will be part of one system for the entire site, therefore, the FDC located at the corner of the proposed EVE and Fayette Street may be removed. A single FDC for each three story structure will be sufficient. There will be no changes for the number of FDCs on the mid-rise structure.**

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- F-5 Garage vent and transformer vault are located in the Emergency Vehicle Easement (EVE). Relocate both structures out of the EVE. **Locations of both components have been consolidated and located on one side of the EVE to the satisfaction of the Director of Code Enforcement. Finding resolved.**
- F-6 Relocate siamese connection facing EVE for mid-rise building to the Payne Street side. **FDC relocated, finding resolved.**
- F-7 Relocate siamese connection facing EVE for three story building to the Fayette Street side. **Based upon F-4 above, this FDC may be removed.**
- F-8 Provide construction type for garage and NFPA design standard for fire protection plan for Building Code Analysis on Sheet 7. **Data provided, Finding resolved.**
- F-9 Relocate 2 handicap parking spaces by ramp in garage over to elevator lobby on Sheet A-1.2. **Parking spaces have not been located. Current location provides an excessive travel distance to an ADA accessible entrance. Relocate spaces.**
- C-1 An automatic fire suppression system will be required for the structures and garage. **Condition met.**
- C-2 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement for each building where required. **See F-4 and F-7 above.**
- C-3 A separate tap is required for each building fire service connection. **One tap provided for system serving entire complex. Condition met.**
- C-4 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on 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 twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. **Sign legend does not show Fire Lane signs. Provide proper symbol.**
- C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Acknowledged by applicant.**
- C-6 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. **Condition met.**
- C-7 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. **See C-4 above.**

- C-8 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. **Acknowledged by applicant but not submitted.**
- C-9 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. **Acknowledged by applicant.**
- C-10 This structure contains mixed use groups [R, Residential; S-2, Low-Hazard Storage (public garage, group 2)] and is subject to the mixed use and occupancy requirements of USBC 302.3 **Acknowledged by applicant.**
- C-11 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. **Acknowledged by applicant.**
- C-12 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). **Acknowledged by applicant.**
- C-13 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). This parking garage is classified as an S-2, Group 2, public garage. **Acknowledged by applicant.**
- C-14 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. **Acknowledged by applicant.**
- C-15 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 taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Condition met, note provided.**
- C-16 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**

Police Department:

- R-10 The design of the garage should be open, which will allow:
1. Natural light into the garage area.
 2. The ability to be heard throughout the deck and surrounding area.
 3. The elimination of hiding places.
 4. Use less concrete to allow for natural light to enter and give the deck a feeling of openness.

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- R-11 Design stairwells to be open/visible without solid walls - where you can see into and out of the stairwell as well as having the ability to see from one landing to the next from within the stairwell.
- R-12 Activity is usually going to be lacking in an alleyway. For this reason natural surveillance becomes a fundamental issue in ensuring safety along alleyways.
- R-13 The lighting for the guest spaces located in the alleyway bisecting the condo building from the stacked townhouses and surface lot and all common areas is recommended to be a minimum of 2.0 foot candles minimum maintained.

Historic Alexandria (Archaeology):

- F-1 This block was part of an African American neighborhood during the late 18th and early 19th centuries. Historical maps indicate that a residence was present on the property by the early 20th century. Additional documentary research is needed to determine if significant archaeological resource will be disturbed by this development project.

**REPORT ATTACHMENTS
AVAILABLE IN THE PLANNING AND ZONING OFFICE**