



Docket Item #8A&amp;B

**Development Special Use Permit #2010-0028****TMP Special Use Permit #2011-0002****The Madison (Amendment to DSUP #2007-0005)**

Application	General Data	
<b>Project Name:</b> The Madison	PC Hearing:	February 1, 2011
	CC Hearing:	February 12, 2011
	If approved, DSUP Expiration:	February 12, 2014 (3 years)
<b>Location:</b> 800 – 840 North Henry Street	Zone:	CRMU-H
	Proposed Use:	Multi-family and Retail
<b>Applicant:</b> EQR – Madison & Henry, LLC, represented by Duncan Blair	Small Area Plan:	Braddock Road Metro
	Historic District:	No
	Green Building:	Will conform to the City's Green Building Policy

**Purpose of Application**

A consideration for requests to perform the following:

1. Amend development special use permit #2007-0005 for an adjustment in mix of uses, small increase in floor area, open space and building design enhancements;
2. Amend the Transportation Management Plan special use permit #2007-0051; and
3. Parking reduction special use permit.

**Staff Recommendation:** APPROVAL WITH CONDITIONS

**Staff Reviewer(s):** Dirk H. Geratz, AICP; dirk.geratz@alexandriava.gov  
Colleen Willger, AICP, LEED AP BD+C; colleen.willger@alexandriava.gov

**PLANNING COMMISSION ACTION, FEBRUARY 1, 2011:** On a motion by Commissioner Fossum, seconded by Commissioner Jennings, the Planning Commission voted to recommend approval of the requests subject to compliance with all applicable codes, ordinances and staff recommendations. The recommendation carried on a vote of 6-0, with Mr. Robinson absent.

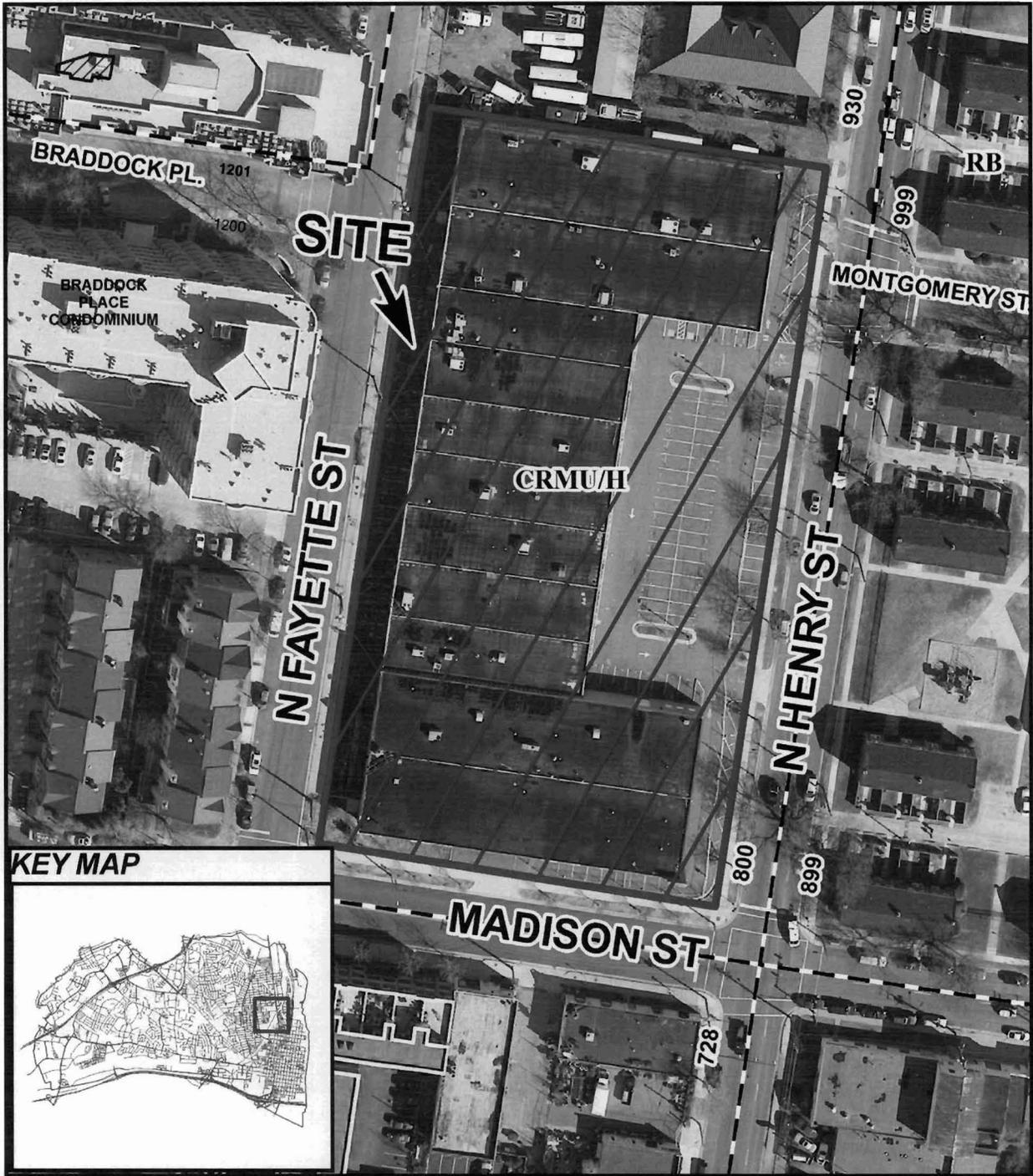
**Reason:** The Planning Commission generally supported the proposal and agreed with staff's analysis.

**Speakers:**

Selena Zellers, representing Braddock Lofts, spoke in support of the project.

Duncan Blair, attorney, represented the applicant.

DSUP #2010-0028  
SUP #2011-0002  
The Madison



DSUP #2010-0028  
SUP (TMP) #2010-0002

2/1/2011



## **I. SUMMARY**

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

Staff recommends approval with conditions of the amendments proposed to the previously approved Development Special Use Permit for a residential and retail mixed use development. Significant issues that staff has considered in this review include:

- Reduction in retail square footage from 23,620 to 9,672;
- Reduction in the number of parking spaces for a parking ratio substantially consistent with the Braddock Road Metro Small Area Plan;
- Revision to the TMP for the project to make it consistent with current TMP practices;
- Enhancements to the architectural design of the project and to the open space design;
- Improved adherence to the Green Building Policy.

### ***B. Summary of Amendments***

The applicants, EQR – Madison & Henry, LLC, are both the new owner and developer of the Madison project located at 800 North Henry Street. The applicants are requesting approval of a few amendments to the mixed use development approved by City Council in January of 2008. The project has sat idle since late 2008 due in part to the economy over the last several years. The new owner plans to build the approved project with some minor changes beginning as early as this June. In order to make these changes the applicant is requesting that the Planning Commission and City Council act on the following specific applications:

- **DSUP #2010-0028** – Amend development special use permit #2007-0005 for adjustments in the mix of uses, small increase in floor area, and open space and building design enhancements;
- **Parking Reduction Special Use Permit** – Amend the previously approved reduction to conform more closely with the Braddock Road Metro Small Area Plan parking ratio recommendations; and,
- **Transportation Management Plan** – Amend the existing TMP special use permit #2007-0051 for adjustments to the fee structure, additional outreach efforts including an increased use of new technologies and practices and other associated amendments.

## **II. BACKGROUND**

### ***A. The Previous Plan Approval***

The Madison DSUP #2007-0005 was originally approved by City Council in January, 2008, to create a multi-family residential development of 344 dwelling units and approximately 23,000 square feet of retail with two levels of below grade parking. This development

approval was granted just prior to the adoption of the Braddock Road Metro Small Area Plan, which was adopted two months later in March 2008.

Following City Council approval the Madison filed for final site plan with this review being approved by staff in January 2009. However, the applicants at that time did not pursue the project and never filed for a building permit. Since then the development proposal sat idle until it was acquired by Equity Residential Development which plans to build the project in the summer of 2011.

### **III. ZONING & SMALL AREA PLAN**

#### ***A. Zoning Compliance***

The existing zoning of the subject land area is CRMU-H and this zoning classification will not change. The proposed development will comply with the standards of the CRMU-H zone. In fact, the previously approved modification to the bulk plane setback requirement at Fayette Street and the new alley will no longer be needed as the revised building design now complies with this setback. Though the gross square feet of the project increases by 228 square feet the project will remain below the maximum floor area ratio of 2.5. No other changes relative to City zoning standards are planned.

#### ***B. Small Area Plan***

The Braddock Road Metro Small Area Plan was adopted after the approval of the Madison DSUP. Much of the planning for the Madison took into account several of the goals and objectives of the Plan such as improved streetscapes along the designated walking streets of Fayette Street and Madison Streets, a modest reduction in parking ratios not fully approaching the plan recommendation of one space per dwelling unit, and a financial contribution to the open space and streetscape funds. The buildings will also comply with the height limits established in the plan. Many of the changes proposed further the goals of the plan including a lower reduction in parking ratios nearly matching the ratios called for in the Plan, an increase in accessible open space and pedestrian streetscape refinements.

### **IV. STAFF ANALYSIS**

#### ***A. Enhanced Open Space Amenities***

The design of the two courtyards have been revised to make them not only more attractive but more functional as well. The southern courtyard, which will retain a public access easement, has been improved by making the usable area all at the same grade as opposed to the previous plan which included terraced areas. Also, the planting areas have been

increased and grouped together with other green areas to create more pervious areas. The courtyard has been enlarged by close to 400 square feet.

The northern courtyard has been improved with added landscaping and also enlarged by an additional 1,556 square feet to make it a more attractive amenity for the units that face onto it. Additional seating areas, an artificial turf area to sit on and an outdoor service bar for outdoor functions have been added. *(See attached drawings for revised open space plans)*

In addition to improving the existing courtyards, the applicants propose a rooftop terrace with a pool, sunbathing deck, seating areas and an open artificial lawn area which lends itself to various passive and minor active recreational opportunities for the residents of the building. These rooftop amenities add another 12,645 square feet to the total open space.

With the inclusion of the rooftop amenity space, the total 40% open space requirement is met and the modification previously granted for open space will no longer be necessary. Pursuant to Section 5-307 of the Zoning Code the Planning Commission may recommend and the City Council may accept the inclusion of comparable amenities and/or facilities provided in lieu of green space if such facilities meet or exceed the beneficial purposes which such green spaces would accomplish. Staff finds that the rooftop amenities add meaningful open space.

<b>Table #1: Proposed Open Space</b>				
	<b>Ground level</b>			<b>Total Required by Zoning Code</b>
<b>Square feet</b>	32,636	12,645	45,280	45,240
<b>Percent of total site area</b>	29%	11%	40%	40%

Even without the rooftop open space, the ground level open space is 29% of the site which is in excess of the 25% approved with the original plan. Consistent with the original approval, the applicant will also be required to participate and make a fair share monetary contribution to the *Braddock Metro Open Space Fund* for open space acquisition and development within the Braddock Metro area neighborhood. This fund, along with the *Braddock Metro Neighborhood Streetscape Fund*, were established by City Council on June 3, 2009 and contributions to each of these funds remain conditions of approval.

Staff supports both the increase and planned enhancements to the open space as well as the inclusion of more functional and usable space for tenants through the rooftop terrace and pool area.

## ***B. Building and Site Design Enhancements***

**Architectural Design** - The overall site planning, building height and building footprint of the project remain largely unchanged. The project still consists of two buildings, a south building and a north building, separated by a new private street that bisects the site connecting N. Henry Street and Fayette Street. The two buildings will maintain the original design concept that broke them into several smaller appearing buildings, creating a mass appropriate to the surrounding neighborhood. The gross square footage of the buildings will increase by a modest 228 square feet.

The new owner of the project has also hired a new architect who has taken this amendment process as an opportunity to enhance the existing design. The proposed improvements come in the form of refinements to building details such as window configuration, material choices and colors, cornice treatments and the design of entry ways and lobbies.

Among the refinements worth mentioning is the reduction of the width of the parking garage entry from three to two travel lanes. This reduction was originally recommended as part of a building condition. The third lane was originally proposed to prevent cars from stacking into Madison Street. However, with a reduction of parking proposes, especially in retail parking spaces, the third lane is no longer necessary. The result of this change is an improvement to the Madison Street façade and a reduction in the curb cut width making it safer for pedestrians. The space gained by the elimination of one travel lane has become a new glass enclosed elevator lobby adjacent to the pedestrian passage between Madison Street and Belle Pre Way (*the new private street*). This elevator lobby will also house the *artifact wall* that was originally designed for the residential lobby for the adjoining building. The artifact wall will provide interpretive information about the history of the property including the former Bel Pre glass factory. Artifacts unearthed from the site during excavation for the underground parking garage will be displayed in the new lobby along with narrative information. (*See Attachments for Elevations*)

Another improvement is the reworking of the northern building façade facing the alley. In compliance with a previously approved condition about enhancing this façade with more articulation the new design team has addressed this. The removal of retail space including the retail loading area has allowed this area to be replaced with ground level units with entryways facing the alley. The introduction of more windows and balconies on the upper floors also enhance the articulation of this façade. Staff has worked closely with the design team on these refinements and supports the improvements as proposed.

**Green Building** – The Madison was approved prior to the City’s adoption of the Green Building policy in April of 2009. Condition #17, of the original approval, required that the applicant incorporate *sustainable design elements and innovative technologies*. This condition was modified by the Planning Commission to include a *vegetated roof on those portions of the buildings not occupied by mechanical equipment*. This condition did not require that the project be certified by a green building program as projects of this size would today. The applicants now propose to comply with the City’s Green Building policy by

either designing the buildings to meet LEED certification or compliance with the National Green Building Standard which is a comparable program to LEED and was developed in association with the American National Standards Institute (ANSI).

As part of the redesign of the building a vegetated roof will not be constructed. A combination of a new roof top amenity and more space needed for mechanical equipment made the inclusion of a green roof impractical. However, compliance with a green building standard and increased green space at grade provide greater environmental benefits than did the previous design. An energy efficient white roof which helps reflect heat in the summer months will be one of many design elements being proposed as part of their green building efforts. Thus, staff supports this change and has revised the green building condition accordingly.

**Site Plan** – This amendment process has allowed the new owner to improve upon the previous site planning of the project. Several improvements have been made which are described below.

The overall pedestrian environment has been improved by adding more green space. This is being achieved through slightly larger tree pits throughout the site and merged tree pits along the internal street. Reoriented stoops to the ground floor units facing Fayette Street allow for more front yard space. Not only do these improvements enhance the aesthetics of the property but improve the natural environment by increasing plant life, reducing impervious surface area and allowing additional areas for absorption of rainwater runoff.

A redesign of the northern alley was made possible with the elimination of the retail loading area and introduction of accessible ground floor dwelling units transforming the alley from a utilitarian service alley into a residential lane. This improved streetscape fulfills a condition of the previous approval that the alley includes a pedestrian connection between Henry and Fayette Streets.

Another interesting improvement is the incorporation of the current rail line that exists parallel to Fayette Street into the design of the streetscape. In the original plan, a small segment of the existing rail line was going to be reinstalled across Belle Pre Way near its planned intersection with Fayette Street. In the amended plan, the rail line will be reinstalled closer to its original location to coincide with the width of the street tree pits along the entire frontage of Fayette Street, preserving a piece of history from the former warehouse district.

### ***C. Change in Land Use Mix***

The most significant change to the project is the shift of retail square footage to residential units. Retail square footage will decrease from 23,620 to 9,672 square feet. Retail space will remain in the southern building which occupies the corner of N. Henry Street and Madison Street. This prominent location at the corner of Henry and Madison Streets is the most desirable location for retail uses and thus most marketable for such uses. This location will also allow for outdoor dining in the adjoining southern courtyard by a restaurant or café.

Approximately, 2,500 of the former retail space in the northern building will be converted to leasing office space and exercise room for building residents. Though not a retail use, these uses do provide for an activated space with a retail ceiling height and storefront windows. The remainder of the retail space in the northern half of the north building, facing N. Henry Street, will be converted into ten *loft style* units within the height of the former retail space. These units will have direct access to N. Henry Street which will add to maintaining an active streetscape.

Along with other minor floor plan changes a total of 16 additional residential dwelling units will be added to the current approval of 344 units for a total of 360 units. The unit breakdown as amended by this application will include 254 studio and one bedroom units and 106 two bedroom units.

Surrounding residents have expressed support of the retail reduction and are eager to see the project move forward and replace the long empty warehouse. In summary, staff supports the requested reduction in retail space as an amount that is realistic for this location. Staff does not oppose the increase in residential units as the subject site is in close proximity to the Braddock Metro station.

<b>Table #2: Proposed Land Use Amendments</b>		
<b>Use</b>	<b>2008 Approval</b>	<b>Proposed Amendment</b>
Residential	344 units	360 units
Retail	23,620 sq. ft.	9,672 sq. ft.

***D. Affordable Housing***

The developer has offered to make a voluntary affordable housing contribution of \$920,000 to the Housing Trust Fund. The recommended formula for voluntary developer contributions to this fund is provided in the *Developer Housing Contribution Work Group Report* dated May 2005. Based on the gross square footage of the proposed building, the estimated voluntary contribution for this project would be \$1,091,426. However, condition 24 of the approved DSUP for this project identified an estimated voluntary contribution of \$777,562, due to the inadvertent use of FAR (net) rather than gross square footage in the calculation. The developer is now offering to increase the voluntary contribution to \$920,000, an amount supported by Staff.

**E. Parking**

A total of 464 parking spaces are proposed which is 25 spaces greater than the Small Area Plan recommends but 97 spaces fewer than required by the Zoning Ordinance, necessitating a parking reduction. As with the original approval, the majority of the parking will be accommodated in two levels of below grade parking. A total of 449 spaces will be located below grade. Four on-street convenience parking spaces will be located on the new private street (a one space reduction from the previous approval to accommodate more open and green space) and eleven on-street spaces are created along Fayette Street, consistent with the previous approval.

At the time the Madison was originally under review, the new Braddock Road Metro Small Area Plan was just getting underway. Discussions concerning the Small Area Plan at the time were suggesting a parking reduction for new developments located within 2000 feet of the Braddock Metro station. Consequently, the Madison project, which is within this 2000-foot distance, requested a parking reduction to a residential parking ratio of approximately 1.5 spaces per dwelling unit. The ultimate ratio for residential parking in the Small Area Plan was determined to be 1 space per dwelling unit.

Thus, the applicants are proposing a reduction in their parking ratio to 1.05 spaces per dwelling unit, to be more consistent with the reduced parking ratios approved in the Braddock Road Metro Small Area Plan. The project also proposes to provide 15 percent visitor parking on-site, something not provided for in the original approval. The Small Area Plan also included a recommendation allowing newly created on-street parking spaces to count towards visitor or retail spaces. In this case, eleven on-street spaces were created on Fayette Street where a continuous curb cut will be removed. These eleven spaces have been included in the total retail parking spaces being provided.

Based on the proximity of the Braddock Road Metro station, the Small Area Plan recommendations, and an improved Transportation Management Plan staff supports the parking numbers as proposed.

**Table #3: Proposed Parking Amendment**

<b>Parking</b>	<b>Code Requirement</b>	<b>Braddock Metro SAP Recommendations</b>	<b>Proposed Amendment</b>	<b>2008 Approval**</b>
Residential	517	360	378	430
Retail	44	25	29*	86
Visitor	0	57	57	0
<b>TOTAL</b>	<b>561</b>	<b>439</b>	<b>464</b>	<b>521</b>

\*Includes 11 on-street spaces added to Fayette Street plus 4 on-site spaces on the new private street  
\*\*Based on a larger retail area and fewer dwelling units

## ***F. Transportation Management Plan***

Since the original approval of the Madison development in January 2008, the City has begun the process of updating the Transportation Management Plan (TMP) program. The proposed program, looks to greater cooperation with adjacent TMPs, makes triggers and fees more equitable, and ties funding of the TMP more closely to the achievement of the single occupancy vehicle (SOV) reduction goal for the site. Two years after the TMP is initially established, and every subsequent three years, the Madison TMP will be reviewed to see if the SOV reduction goal is being met. At these review periods, there will be opportunity to raise or lower the TMP contribution rate depending if the SOV reduction goal has been met and adjust program elements as appropriate. Tying the rate to the SOV reduction goal encourages effective use of the TMP funding by requiring only the amount of funding needed to reach the SOV goal.

As a result of these improvements, there are two important changes proposed to the current Madison TMP to highlight. The first change reduces the TMP contribution from \$200 per occupied residential unit to \$80 per occupied residential unit. In light of the proximity of this development to the Braddock Road Metro Station and the future Potomac Yard-Crystal City Transitway route, Transportation Planning staff believes an initial rate of \$80 per residential unit will be adequate to achieve the SOV reduction goal for the Madison development. If at the initial two year review of the TMP the SOV reduction goal is not being met, the City will have the opportunity to raise the TMP rate to meet the SOV reduction goal. The second change involves the imposition of an administrative fee for non-compliance of TMP reporting by the applicant, or inadequate survey response rate. A \$500 administrative fee will be imposed for failing to submit reports required by the TMP in a timely manner. Since the new TMP model focuses on target goals, it is critical that the applicant provide reports as required by the TMP so that the TMP can be accurately evaluated, reviewed, and adjusted as necessary.

## **V. COMMUNITY**

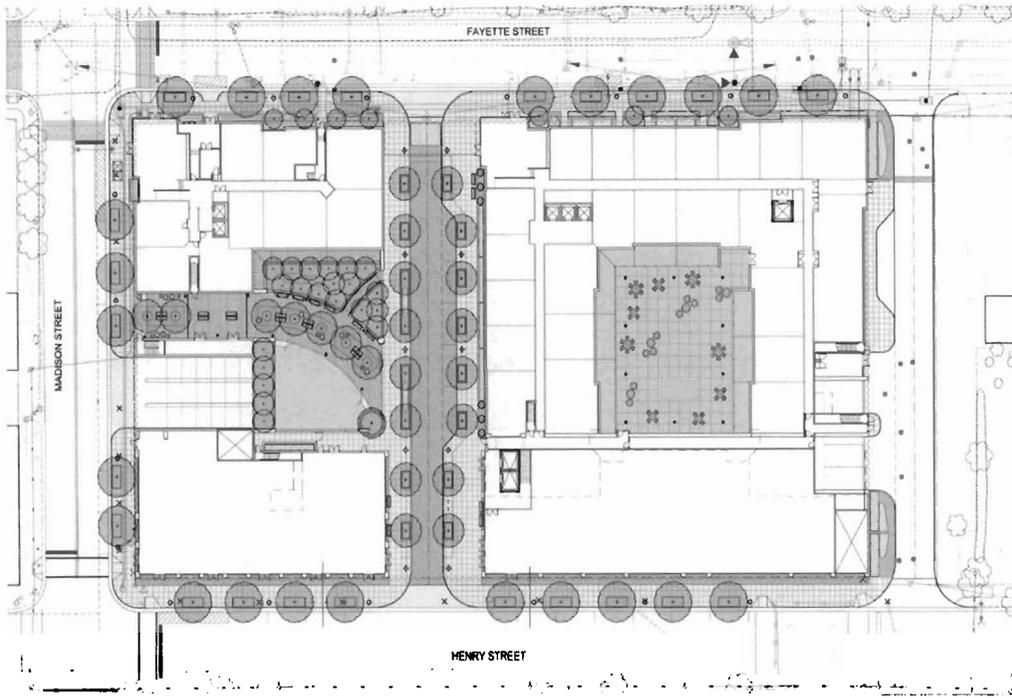
The applicant has met with the West Old Town Civic Association within whose boundaries the project lies as well as with the Braddock Loft community which is located directly across Madison Street from the subject site. Both community groups were supportive and are eager to see the project move forward. Some concerns were expressed about the reduction in retail space but that did not outweigh the desire to see the old warehouse replaced with new housing.

## VI. CONCLUSION

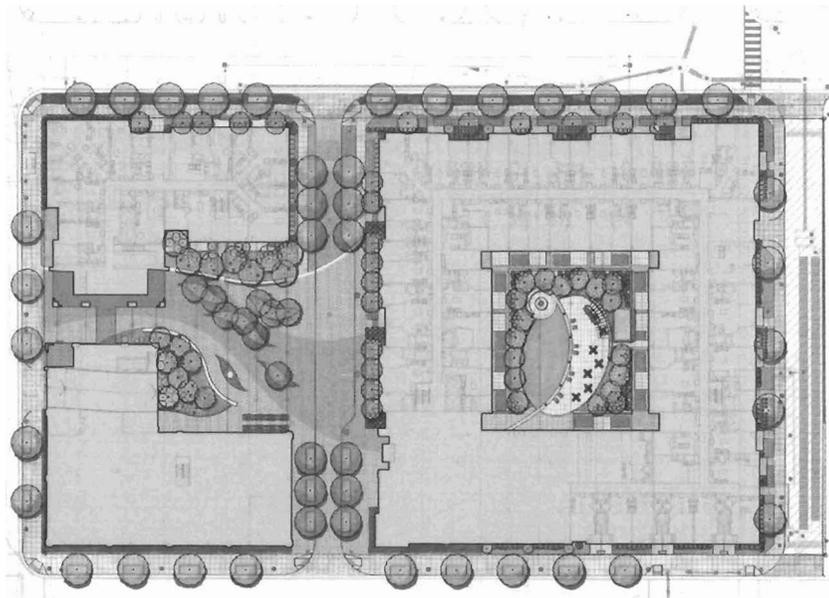
Staff recommends **approval** of the proposed amendments to the Madison project including the changes to the Transportation Master Plan and parking reduction and associated improvements subject to compliance with all applicable codes and the following recommended conditions.

Staff: Faroll Hamer, Director of Planning and Zoning;  
Gwen Wright, Division Chief, Development;  
Dirk Geratz, AICP, Principal Planner; and,  
Colleen Willger, AICP, LEED AP BD+C, Urban Planner

## VII. ATTACHMENTS



Original 2007 Approved Open Space Plan



Proposed 2011 Open Space Plan Improvements



Fayette Street Elevations, Looking North



North Henry Street Elevations, Looking South

## VIII. STAFF RECOMMENDATION

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

### PEDESTRIAN/STREETScape

1. **[CONDITION AMENDED BY STAFF]** The applicant shall provide pedestrian/streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan, as amended on plans dated December 16, 2010, and shall also provide the following to the satisfaction of the Director of P&Z:

#### **Henry Street**

- a. The minimum width of the sidewalk on Henry Street shall be 18 ft. wide (12 ft. unobstructed). The sidewalks shall consist of an 8 ft. wide continual brick band adjacent to the retail and a 6 ft. wide City standard concrete sidewalk.
- b. A bulb-out shall be provided at the intersection of Henry Street at the northern service road.
- c. The sidewalks shall include 4 ft. x 12 ft. wide tree wells located in a manner consistent with the preliminary plan.

#### **Madison Street**

- d. The minimum width of the sidewalk on Madison Street shall be 14 ft. wide.
- e. **[CONDITION SATISFIED]** ~~The width of the garage ramp shall be reduced by one lane to provide a narrower curb cut along Madison Street unless it is determined by the applicant that maintaining the third lane is necessary to provide adequate ingress and egress capacity to the parking garage to serve the retail and residential users of the building.~~

#### **Retail Frontage**

- f. The minimum width of the sidewalk on Madison Street adjacent to the retail shall be 14 ft. wide (10 ft. unobstructed). The sidewalks shall consist of a 4 ft. wide continual brick band adjacent to the retail and a 6 ft. wide City standard concrete sidewalk. The brick banding shall be extended across the proposed garage curb cut and connect with the pedestrian walkway.
- g. For the curb cut/garage ramp on Madison Street at the parking garage, the sidewalk pattern and concrete and brick shall continue over the proposed curb cut at the same grade as the sidewalk to provide a continual uninterrupted sidewalk.

#### **Residential Frontage**

- h. The sidewalks shall include a 4 ft. wide tree wells adjacent to the curb, an 8 ft. wide city standard concrete sidewalk and a 2 ft. open space/landscape area between the sidewalk and the building (excluding

at the corner building element).

1. The two (2) ground level residential units shall have doors facing Madison Street.

**Fayette Street (Southern Building)**

- j. The sidewalks shall include 4 ft. x 12 ft. tree wells adjacent to the curb, a 6 ft. wide unobstructed city standard concrete sidewalk and a minimum 8 – 12 ft. wide landscaped area as depicted in Attachment #1. The deepest front yard setback shall be no less than 12 feet.
- k. The sidewalks on Fayette Street shall be City standard concrete and shall comply with City standards.
- l. This facade shall have three (3) entryways and doors directly to the adjoining sidewalk and be architecturally designed to appear as entryways.
- m. Provide special paving patterns and materials to designate the residential entrance at the corner of Fayette and Madison Streets.

**Fayette Street (Northern Building)**

- n. Provide special paving patterns and materials to designate the residential entrance.
- o. The sidewalks shall include 4 ft. x 12 ft. tree wells adjacent to the curb, a 6 ft. wide unobstructed city standard concrete sidewalk and an approximately 12 ft. wide landscape open space/front yard area adjacent to the street.
- p. The sidewalks on Fayette Street shall be City standard concrete and shall comply with City standards.
- q. The northwest portion of the building shall be setback to comply with all applicable bulk plane requirements of the Zoning Ordinance.

**Internal Street**

- r. Decrease the width of the internal sidewalks to less than approximately 20 feet but no less than 14 feet adjacent to the internal street. The sidewalks shall be a combination of brick and concrete.
- s. The internal street shall be one-way westbound with a travel lane width and shall be decreased in width to approximately 15 feet.

**Alley - Northern Service Road**

- t. The northern service road shall be designed to include a sidewalk-pedestrian connection between Henry Street and Fayette Street. The service road shall consist of a 4 ft. planting area adjacent to the building, a 6 ft. wide continual unobstructed concrete sidewalk and a 4 ft. to 8 ft. wide continual planting strip for street trees (except where precluded by the loading/refuse areas) as generally depicted in Attachment #2).
- u. The access curb cuts at each end of the alley shall be continuous with the adjacent sidewalks and constructed of the same material as the sidewalks. This treatment will also be required where the pedestrian way crosses the loading and trash areas. The width of the curb cut at the entrance to the drive aisle shall be reduced to 22 ft. wide.

**General**

- v. All transformers shall be located within the underground vault. The applicant shall be responsible for installing and maintaining the underground vault.
  - w. **[CONDITION AMENDED BY STAFF]** Decorative pedestrian scale light poles shall be provided for each public street frontage, the internal street, the northern service road-alley and internal courtyard. The street light fixtures in the public right-of-way shall be single black Virginia Power “colonial” light fixtures and have a standard black finish.
  - x. All trash cans shall be Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley.
  - y. The applicant shall contribute the sum of \$10,000 to the City of Alexandria’s Living Landscape Fund for street trees to be planted in the Parker-Gray historic district.
  - z. **[CONDITION AMENDED BY STAFF]** All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit for either the north building or the south building. (P&Z)
2. The existing overhead electrical/telephone lines on the east side of Fayette and the north side of Madison Streets along the frontage of the project shall be located underground. All utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping. Any switch boxes or transformers that are a result of the undergrounding shall be located within the underground vault. (P&Z)(T&ES)
- . A perpetual public access easement shall be provided for all sidewalks not located within the public right-of-way, the sidewalks parallel to the internal street, the internal street, the courtyard, the pedestrian connection from the courtyard to Madison Street and the northern service road and adjoining sidewalk to the satisfaction of the Directors of P&Z, Code Enforcement and RP&CA. All easements and reservations shall be depicted on the easement plat and shall be approved prior to the release of the final site plan. (P&Z)
4. **[CONDITION RELOCATED BY STAFF TO CODE COMMENTS SECTION T&ES C-10]** ~~All ADA 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)~~

**[CONDITION AMENDED BY STAFF]** ~~The applicant shall install a bus shelter at the southwest corner of the Southern building. This shelter shall provide seating, be ADA accessible, and shall be maintained by the applicant. The final design shall be approved by the Directors of T&ES and P&Z.~~

- a. ~~Compliance with all handicap and ADA guidelines.~~
- b. ~~The location of the bus shelter shall be coordinated with the location of tree 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.~~

**Make bus stop near the intersection of Madison Street and North Fayette Street ADA compliant. ADA compliance includes:**

- a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
  - b. Create a 120 foot "No Parking, Bus Stop Zone" for the bus stop near the intersection of Madison Street and North Fayette Street.
6. **[CONDITION AMENDED BY STAFF]** The applicant shall provide ~~seventeen (17)~~ thirty-five (35) long-term (interior to the underground garage) bicycle parking racks for residents and retail employees to the satisfaction of the Director of T&ES. Long term bicycle parking should be provided in a locked room or cage or fully-enclosed bicycle locker. Racks must be identified with MUTCD compliant (D4-3) signs advising persons of the location. All acceptable bicycle parking rack styles (visitor and resident) and placement location shall be consistent with the City of Alexandria bicycle parking Standards, Rack Design and Placement Rules which are available on-line: <http://www.alexride.org/bicycleparking.php> (T&ES)

7. **[CONDITION AMENDED BY STAFF]** The applicant shall provide ~~eight (8)~~ two (2) bicycle parking racks on the surface to provide short-term/visitor parking for visitors to retail and residential units. Each rack provides space for two bicycles. At least ~~four (4)~~ one (1) of the visitor racks shall be within 50 feet of the retail entrances on Henry Street and, if possible, in a covered location such as a shelter erected specifically for bicycle parking. A bicycle parking shelter may be built into the building, erected on the sidewalk (adjacent to the building), permitted that the minimum unobstructed sidewalks required by Condition #1 are provided. The bike racks shall be a decorative black metal. The location and design of the bike shelter shall be determined to the satisfaction of the Directors of T&ES and P&Z. (T&ES)(P&Z)
8. The applicant shall provide \$1000 per receptacle to the Director of T&ES for purchase and installation of ten (10) City standard trash receptacles for use along the sidewalks and in the publicly accessible open space courtyard. (T&ES)
9. The applicant shall participate and make a fair share monetary contribution to the *Braddock Metro Neighborhood Streetscape Improvement Fund* for pedestrian and streetscape improvements, if such a fund is approved by the Alexandria Planning Commission and City Council prior to the release of the final site plan for the project. Such payment shall be made prior to the release of a certificate of occupancy for the buildings. (P&Z)

### **OPEN SPACE/LANDSCAPING**

10. A revised landscape plan shall be provided with the final site plan. The plan shall include the level of landscaping depicted on the preliminary landscape plan, and shall at a minimum include the following to the satisfaction of the Directors of P&Z and RP&CA:
  - a. All street trees shall be at least 3.5- to 4-inch caliper in size at installation.
  - b. Substitute for *Ilex glabra* with plant that is tolerant of environmental conditions found in Alexandria. Revise the spacing to 24 inches on-center and/or consider substitution for *Nandina domestica* "Gulfstream". Change spacing of *Ilex cornuta* to 30 inches on center.
  - c. The units adjacent to the front yards – open space on Fayette Street, shall provide landscaping to make these units appear as front yards, with different landscaping.
  - d. The street trees on the landscape plan shall consist of: Fayette Street – Red Maple, Henry Street – Willow Oak, and Madison Street – London Plane.
  - e. The street tree wells along the internal street shall, to the extent possible, be level with the adjoining sidewalk.

- f. Provide foundation plantings adjacent to the building(s) on Madison and Fayette Streets.
- g. Evergreen groundcover shall be provided within each tree well and tree landscape strip and shall also be reflected in the plant schedule.
- h. Foundation plantings and landscaping shall be provided for the front yards and landscaped areas along Madison Street Fayette Streets and the northern service road.
- i. 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.
- j. All lawn area shall be sodded.
- k. The applicant shall install screening on the northern portion of the northern service road.

#### **General**

- l. No shrubs higher than three feet shall be planted within six feet of walkways.
- m. All landscaping shall be maintained in good condition and replaced as needed.
- n. All trees shall support a subsurface tree trench large enough to allow sufficient arable soil volume and adequate moisture for each tree. Tree trenches shall hold a minimum volume of 300 cubic feet of soil per tree.
- o. The plan shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
- p. 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. Provide an exhibit that demonstrates adequate drainage for all planting areas above structure.
- q. 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.
- r. Provide detail section and plan drawings of tree wells per the City of Alexandria Landscape Guidelines showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction-including edge restraint system, dimensions, drainage, metal grates, coordination with site utilities.
- s. 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 areas above the below grade parking structure in accordance with City of Alexandria Landscape Guidelines.

- t. Provide crown coverage calculations in compliance with the City of Alexandria Landscape Guidelines for plantings above structure. Do not include street trees in crown coverage calculations.
  - u. Demonstrate a minimum planting depth of three feet vertical continuous planting media for shrub, groundcover and lawn plantings above the parking structure.
  - v. Trees should not be planted under or near light poles. (RP&CA)(P&Z)(Police)
11. The applicant shall participate and make a fair share monetary contribution to the *Braddock Metro Open Space Fund*, for open space acquisition and development, if such a fund is approved by the Alexandria Planning Commission and City Council prior to the release of the final site plan for the project. The contribution shall be paid prior to the release of a certificate of occupancy for the building. (P&Z)
12. 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)
13. Provide location and specification for site furnishings that depicts the scale, massing and character of the 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)
14. 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.
  - d. All lines beneath paved surfaces shall be installed as sleeved connections. (RP&CA)
15. The central courtyard shall be designed to function as high-quality publicly accessible open space and shall provide the level of detail and amenities depicted on the preliminary landscape plan. Amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. shall also be provided to encourage its use. In addition, the design of the courtyard shall be revised to provide the following to the satisfaction of the Directors of P&Z and RP&CA:
- a. A sculpture or other art form that is an appropriate scale for the space shall be provided and permanently mounted within the open space.
  - b. The central courtyard and all landscaping shall be privately maintained.
  - c. Where walls or planters are necessary they shall be brick or stone (excluding CMU).
  - d. The entire courtyard-open space area shall be irrigated.
  - e. All lawn areas shall be sodded.
  - f. No shrubs higher than three feet shall be planted within six feet of walkways.
  - g. All landscaping shall be maintained in good condition and replaced as needed.
  - h. The central courtyard shall be fully open to the public following the hours and guidelines established by the Department of RP&CA during hours normally associated with residential uses.
  - i. Low scale pathway or bollard lighting.
  - j. Fences and/or gates shall be prohibited within the internal courtyard and/or the pedestrian connection.
  - k. Revise the paving pattern for better integration with the adjacent sidewalks and pedestrian connection.
  - l. **[CONDITION AMENDED BY STAFF]** Integrate the history and historic character into the design of the site and open space, including plans for and placement of the Bel Pre Glass Factory history. Update the document to replace the October 2, 2008, Integrated Historical Character plan that was submitted with the prior site plan design for this project. The site plan shall indicate themes and locations of interpretive elements. To ensure authenticity/accuracy/appropriateness, the final historical design shall be completed and

approved to the satisfaction of OHA/Archaeology, Planning and RCPA within six weeks after completion of the archaeological field investigation. Historical information shall be provided in proximity to open space interpretive elements to provide context and public education. A variety of media, including historical photographs, archaeological photos/tools/drawings, etc., and objects shall be used as interpretive elements. Themes shall include industrial activity, such as the glass factory (glass manufacture, workers, bottles, contents of bottles—eg. milk, transport, delivery), the railroad, and people associated with this place. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA. If appropriate materials are discovered during the archaeological investigation, consider reuse of the materials found as an integrated element of open space design. The design shall ~~attempt to make an effort to~~ integrate the existing rail lines into the design of the project.

- m. 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. (P&Z)(RP&CA)(Archaeology)

- 16. The internal private terrace of the north building to be enhanced to be higher quality open space to include the following to the satisfaction of the Director of P&Z:
  - a. The private unit terrace spaces that abut the common terrace area shall be separated by a low wall with fencing and foundation planting, similar to the private terraces in the plaza space in the South Tower, to soften the outer edges and provide more vegetated space.
  - b. Additional planting and trees shall be provided to break up the central terrace area and provide a more usable open space. (P&Z)

## **BUILDING**

- 17. **[CONDITION AMENDED BY STAFF]** Achieve a green building certification level of LEED Certified or certification to the National Green Building Standard to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
  - a. Provide evidence of the project's registration with LEED or the National Green Building Standard with the submission of the first final site plan.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) for LEED certification or to the National Association of Home Builders Research Center (NAHB) prior to issuance of a certificate of occupancy. \*\*\*

- c. Provide evidence of submission of materials for Construction Phase credits to USGBC or NAHB within six months of obtaining a final certificate of occupancy.
- d. Provide documentation of green building certification from the USGBC for LEED or from the NAHB for the National Green Building Standard within two years of obtaining a final certificate of occupancy.
- e. Failure to achieve a green building certification for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve this certification level, then any City-wide Green Building policies existing at the time of staff's determination will apply.  
(P&Z)(RP&CA)(T&ES)

~~The applicant shall hire a LEED accredited professional as a member of the design and construction team. The accredited professional shall work with the team to incorporate sustainable design elements and innovative technologies into the project; specifically, the applicant shall provide a green vegetated roof on those portions of the northern and southern building(s) not occupied by mechanical, service and associated areas to the satisfaction of the Directors of T&ES and P&Z. The applicant shall also work with the City for reuse of the existing building materials as part of the demolition process, leftover, unused, and/or discarded building materials. (T&ES)(P&Z)(PC)~~

- 18. **[CONDITION ADDED BY STAFF] Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)**
- 19. **[CONDITION ADDED BY STAFF] The applicant shall use EPA-labeled WaterSense fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense/pp/index.htm> (T&ES)**
- 20. **[CONDITION AMENDED BY STAFF] The final architectural elevations shall be consistent with the level of detail provided in the preliminary architectural elevations dated December 21, 2007 and as amended with plans dated December 16, 2010. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:**  
**Henry Street**
  - a. Redesign the storefront at the Northeast corner so the appearance of useable retail space, through elements such as display windows, can be created in front of the garage exhaust area. The appearance of a storefront shall wrap the building at the alley.

- 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. Ensure that all the storefront bays align with the residential window bays above.
- d. All commercial awnings shall have open ends to allow for more natural light into the retail spaces.
- e. **[CONDITION AMENDED BY STAFF]** The indented break or step back shall be increased in depth between the two Henry Street facades of the North building so the building will appear as two distinct buildings and be a minimum depth of 5-3 ft.
- f. **[CONDITION AMENDED BY STAFF]** The ~~double-hung~~ window styles and color shall vary between the two North building facades.
- g. The black base and accents for the building at the corner of Henry and Madison Streets shall be made of stone, brick, or other high quality materials.
- h. The projecting bay element shall be refined to provide additional detail, including an analysis of the material for the projecting bay.

**Madison Street**

- i. The upper level of the building shall be setback to minimize visibility of the upper level. The depth of the setback shall be approved by the Director of P&Z as part of the final site plan process. The applicant shall also use cornices and other elements to the extent possible to visually increase the proposed stepback at the upper level.
- j. The building shall incorporate three story expressions with the building, a lighter color at the top to reduce the perceived height of the building.
- k. Additional detail shall be provided for the lobby/corner element.

**Fayette Street (South Building)**

- l. The building shall be revised to provide a three story expression at the street with the remainder of the building setback approximately five (5) feet.
- m. The final design, colors and materials of the buildings shall be refined as part of the final site plan process.

**Fayette Street (North Building)**

- n. The building shall be revised to provide a four to five story expression at the street with the remainder of the building shall have a setback/cornice of approximately four (4) feet.
- o. The final design, colors and materials of the buildings shall be refined as part of the final site plan process.
- p. A minimum of five (5) units shall have functional exterior doors/stoops.

**Internal Street**

- q. The facade shall incorporate windows, articulation, colors and materials to enliven the pedestrian level.

- r. The South building retail storefront shall wrap around to face the plaza space.
- s. The louver for the garage intake, which faces the plaza, shall be designed as a piece of artwork, perhaps using a theme related to the Alexandria glass bottle industry.

**Alley-Northern Service Road**

- t. The alley facade of the North building shall be revised to reduce the appearance of the mass and provide more interest through further articulation of the facade, including increased step backs and facade articulation to include balconies, material and color variation.

**General**

- u. 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.
- v. Storefront window systems shall be varied in appearance and shall vary in plane. Storefront awnings shall also vary between buildings.
- w. Interior storage cabinets, carts, window signs, posters, shelving, boxes, coat racks, storage bins, closets, and similar items shall not block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.
- x. A color on-site mock-up shall be provided prior to the approval of the final selection of the brick and building materials.
- y. 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.
- z. 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 provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of facade treatment.
- aa. Color architectural elevations shall be submitted during final site plan review.
- bb. The applicant shall provide detailed design drawings showing all architectural metalwork (balcony rails, transformer enclosure, garage doors, courtyard/terrace fencing and rails) along with color and material samples for each.
- cc. 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 facade 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 P&Z.
- dd. Any strategic night lighting of the building is subject to review and approval by the Director of P&Z.
  - ee. The final materials, details, and color selection shall be reviewed and approved as part of the final site plan review.
  - ff. The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.(P&Z)
21. All loading and garage doors shall be painted to match the color of the adjoining brick to the satisfaction of the Director of P&Z. Plan and section details of the conditions adjoining the garage and loading dock doors shall be provided as part of the final site plan. All loading and garage doors shall be an opaque screen or screen to minimize the projection of light from the garage onto the adjoining street. The applicant shall provide plan and section details of the conditions adjoining both garage doors. The garage doors shall be an opaque screen or mesh to minimize the projection of light from the garage and screen the loading areas. (P&Z)
22. The colors and materials of the retail tenant signs shall be designed of high quality materials to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following guidelines:
- a. Sign messages shall be limited to logos, names and street address information.
  - b. Box signs shall be prohibited.
  - c. Temporary advertising banners shall be prohibited.
  - d. Temporary freestanding signs for the purpose of marketing the development shall be allowed to the satisfaction of the Director of P&Z.
  - e. Window signs or posters shall not block the visibility of the interior of the store from the street. Shelving, boxes, coat racks, storage bins, closets, and similar items shall be located where they do not block the windows. All window coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.
  - f. The colors and materials of signs shall be designed to be integrated into the architecture of the building and relate in materials, color and scale to the building.
  - g. Freestanding signs other than traffic/directional signs shall not be permitted. (P&Z)

**RESTAURANT & RETAIL USES**

23. A full-service restaurant with outdoor seating may be approved administratively by the Director of P&Z, provided that any restaurant approved under this provision complies with the conditions listed below. Restaurants that do not meet these criteria shall be subject to subsequent special use permit approval.
- a. Restaurants shall close no later than 12:00 a.m.
  - b. All patrons shall be seated by a host or hostess, printed menus shall be provided at the tables, service shall be provided at the tables by a waiter or waitress, and tables shall be preset with non-disposable tableware and glassware.
  - c. Deliveries to the business shall not take place between the hours of 7:00 a.m. and 9:30 a.m., or between 4:00 p.m. and 6:00 p.m., Monday through Friday.
  - d. If any food delivery services are provided, they shall clearly be accessory to dine-in food sales, and all deliveries shall be non-vehicular (made on foot via bicycle, etc.). Alcoholic beverages shall not be delivered off-site, and delivery of nonalcoholic beverages shall only be in association with food deliveries.
  - e. Alcoholic beverages may be sold for on-premises consumption only, and shall clearly be accessory to food sales.
  - f. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
  - g. No food, beverages, or other material shall be stored outside.
  - h. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash or debris shall be allowed to accumulate on-site outside of those containers.
  - i. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
  - j. Cooking odors, smoke and any other air pollution from operations at the site shall be properly ventilated and shall not be permitted to become a nuisance to neighboring properties, as determined by the Department of T&ES.
  - k. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.
  - l. Outdoor dining is encouraged and may be permitted administratively by the Director of P&Z subject to the following minimum criteria and conditions:

- i. All outdoor dining areas shall be accessory to the indoor restaurant.
  - ii. An unobstructed pathway with a minimum width of 10 feet shall be provided at all times.
  - iii. Any permanent structures which are required for the outdoor seating area shall be subject to review by the Director of P&Z.
  - iv. Live entertainment shall be permitted in the open space plaza near the outdoor seating area provided that the applicant contacts both the adjacent residential neighbors and civic associations and obtains the approval of the Director of P&Z.
  - v. No sound amplification shall be permitted in the outdoor seating area.
  - vi. Any outdoor seating areas shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
  - vii. On site alcohol service shall be permitted; no off-premise alcohol sales are permitted.
  - viii. No food, beverages, or other material shall be stored outside.
- m. ~~[CONDITION DELETED BY STAFF] The applicant shall provide, at its expense, one city trash container Model SD-42 exclusively for the outdoor dining area. The trash container shall be emptied at the close of business each day. (P&Z)(T&ES)~~
24. The ground floor retail tenant spaces, as depicted on the Preliminary Plan shall be solely utilized by retail uses including: a store engaged in the sale of goods for personal use that shall include bakeries, barber shop/beauty salon, banks, bookstores, clothing, clothing accessories, copier/reproductions, department stores, drugstores, dry cleaners (not dry cleaning plant), florists, cigar shops, travel agencies, health and sport clubs, groceries, jewelry and restaurants or other similar pedestrian-oriented uses as approved by the Director of Planning & Zoning. The floor-to-floor height of the retail space shall be a minimum of 16.5 ft. (P&Z)
25. ~~[CONDITION NO LONGER APPLICABLE] In the North building exhaust vent shafts shall be located within the retail space to accommodate ground floor restaurant uses and shall be depicted on the final site plan and all applicable building permits. (P&Z)~~

### **AFFORDABLE HOUSING**

26. ~~[CONDITION AMENDED BY STAFF] A voluntary contribution of \$1.50 on the retail square footage (23,070 square feet), \$1.50 per square foot on the base residential square footage (131,703 square feet), and \$4 on the gross square footage over base (141,375 square feet), for a total estimated~~

~~contribution of \$777,562 shall be consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by The Alexandria City Council on June 14, 2005. The developer shall make a voluntary affordable housing contribution of \$920,000 to the City's Housing Trust Fund.~~  
(Housing)

## **PARKING**

27. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garage by the retail employees and residents. At a minimum the plan shall include the provisions proposed by the applicant and shall also provide the following to the satisfaction of the Directors of P&Z and T&ES:
- a. **[CONDITION AMENDED BY STAFF]** A minimum of ~~516~~ **449** parking spaces shall be provided within the underground garage with a residential parking ratio of 1.05 spaces per dwelling unit (~~378 spaces~~). A minimum of 15% of the provided residential spaces shall be reserved for visitor use and shall include all applicable signage. Within 12 months of the last certificate of occupancy permit for the residential and retail uses, the applicant shall submit a parking study to the satisfaction of the Director of Planning & Zoning. If deemed appropriate by the Director of Planning & Zoning, shared parking may be permitted between the visitor and retail parking.
  - b. The applicant shall provide controlled parking within the underground garages that shall be designed to allow convenient access to the underground parking for residents, retail patrons and visitors.
  - c. Residents shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. This prohibition will be part of the lease and/or sales agreement.
  - d. Free parking for retail patrons shall be provided for a period not to exceed one hour.
  - e. The residential visitor spaces shall be located on parking level one adjacent to the resident retail parking.
  - f. The retail parking spaces within the below grade parking garage shall be reserved for retail patrons and shall include all applicable signage.
  - g. All appropriate on-street parking signage and any other signage for control of pedestrians and vehicles shall be installed by the developer to the satisfaction of the Director of T&ES.
  - h. **[CONDITION AMENDED BY STAFF]** The ~~five (5)~~ **four (4)** spaces on the internal street shall be reserved for short-term, 30-minute retail use only and with corresponding signage.
  - i. If the proposal is a condominium proposal, 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.
  - j. 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.

- k. All visitor parking spaces shall require all applicable signage as required by the zoning ordinance and shall be installed by the applicant.
- l. **[CONDITION AMENDED BY STAFF]**The retail delivery schedule shall be reviewed to the satisfaction of the Directors of P&Z and T&ES prior to the release of the final site plan. Deliveries shall occur ~~in the designated loading area in the private alley on Belle Pre Way~~ as depicted on the site plan.
- m. The applicant shall be responsible for all appropriate signage directing customers to the garage. Freestanding, other than traffic signs shall be prohibited. The walls and ceilings in the garages are to be painted white unless the photometric lighting plan demonstrates that sufficient lighting is being provided, to the satisfaction of the Police Chief and Director of T&ES. (P&Z)(T&ES)

### **MASS TRANSIT INCENTIVES**

- 28. **[CONDITION ADDED BY STAFF]** According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #3 to the general staff conditions. Below are the basic conditions from which other details originate.
- 29. **[CONDITION ADDED BY STAFF]** Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and

hearing, by the city council.

30. [CONDITION ADDED BY STAFF] Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.
31. [CONDITION ADDED BY STAFF] The applicant shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this SUP.
32. [CONDITION ADDED BY STAFF] The applicant shall contribute \$85,000 to the City to fund transit and other alternative modes of transportation in proximity to the Braddock Metro Station prior the first certificate of occupancy permit.
33. [CONDITION ADDED BY STAFF] A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
34. [CONDITION ADDED BY STAFF] An annual TMP fund shall be created, based on the TMP reduction goal of 50% of residents/employees not using single occupant vehicles, established for The Madison, the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be \$80.00 per residential unit and \$ 0.25 per occupied square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.
35. [CONDITION ADDED BY STAFF] The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site.

36. **[CONDITION ADDED BY STAFF]** The TMP Coordinator will submit an initial work report, annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the attachment.
37. **[CONDITION ADDED BY STAFF]** An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees if for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.
38. **[CONDITION DELETED BY STAFF]** ~~The applicant or subsequent property owners shall create a program and implement incentives to encourage the use of mass transit, carpooling, teleworking, and ridesharing and discouraging the use of single occupancy vehicles by residents and employees to the satisfaction of the Directors of P&Z and T&ES. The applicant shall fund a transportation management account at an annual rate of \$0.25 per occupied square foot of retail space and \$200 for each residential unit, or the amount required by the approved *Braddock Metro Neighborhood Plan*, whichever is greater. The amount shall increase annually in an amount equal to the CPI Index to be used exclusively for the transportation activities listed below. If required by the approved *Braddock Metro Neighborhood Plan*, or if requested by the Directors of T&ES and P&Z, the applicant shall contribute the required transportation management plan monetary contribution to a neighborhood Braddock area transportation management plan. If the monetary contribution is not provided to a neighborhood Braddock area transportation management plan, the applicant shall create a program and implement incentives to encourage the use of mass transit, carpooling, teleworking, and ridesharing and discouraging the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES by providing the following:~~
- a. ~~Discounted bus and rail fare media shall be sold on-site to employees and residents of the project including during hours that are convenient for residents. 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 shall be prominently advertised.~~
  - b. ~~The project shall have a goal of a minimum of 50% of the residents and employees using transportation other than single occupancy~~

vehicles during the peak time periods.

~~A carshare program shall be established and marketed as part of the ridesharing and transit marketing efforts for all buildings. Participation fees for the residents shall be included in the sales price and/or rent for the units or the HOA fees. At a minimum at least two (2) parking spaces shall be reserved for the location of carshare vehicles. These spaces shall be in a convenient location for employees and residents and the TMP Coordinator shall arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.~~

~~The applicant shall provide one (1) shower per gender and sufficient locker areas for the retail employees. The showers and lockers shall be accessible to retail employees/tenants of the building.~~

~~The first payment to the fund shall be made with the issuance of initial residential or retail 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 property owner and/or condominium and/or retail 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.~~

~~The applicant 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 applicant.~~

~~The applicant shall participate and cooperate with other developments in the Braddock area in a mutually agreed upon cooperative planning and implementation of transportation activities.~~

~~A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.~~

~~A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.~~

~~Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to employers, and employees 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.~~

~~A TMP coordinator with experience in this occupation shall be~~

~~designated for the project upon application for the certificate of occupancy permit for the first building. The TMP coordinator shall have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing biannual 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 previous six month's TMP activities on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months.~~

- ~~l. 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.~~
- ~~m. 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.~~
- ~~n. 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.~~
- ~~o. The applicant shall contribute \$60,000 to the City to fund transit and other alternative modes of transportation in proximity to the Braddock metro station or the amount required by the Braddock Metro Neighborhood Plan, whichever is greater. (T&ES) (P&Z)~~

## **SITE PLAN**

- 39. The applicant shall submit a wall check to the Department of P&Z 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)
- 40. 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)

41. 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)(P&Z)
42. 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) 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.
1. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees. (P&Z)(T&ES)(Police)
43. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view. (RP&CA) (T&ES)(P&Z)
  44. 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)
  45. 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)
  46. If the proposal is a condominium, all 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.
  47. If the proposal is a condominium, 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 rental or condominium guests.
    - c. No more than one parking space shall be assigned to a specific residential 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 RP&CA 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 property owner and/or a condominium homeowners association.
- 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 street 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.
- j. Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The property owner and/or Condominium association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
- k. 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.
- l. 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. (RP&CA)(P&Z)

48. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES F-11 ]**~~The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and~~

~~storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers; and water line in plan and use the corresponding stationing in respective profiles. (T&ES)~~

49. 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)
50. Replace existing curb and gutter, sidewalks, and handicap ramps that are in a state of disrepair, broken, or damaged during construction. (T&ES)

### STREETS/TRAFFIC

51. The applicant shall 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)
52. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. Provide City standard pavement for Emergency Vehicle Easements (EVE). (T&ES)
53. **[CONDITION AMENDED BY STAFF]** The slope on the parking ramp to the garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. ~~10 percent, unless otherwise acceptable to the Director of T&ES.~~ (T&ES)
54. 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)
55. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the proposed private street is a private street and that storm sewers located within the site are private. (T&ES)
56. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
57. 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)

58. Applicant shall provide the capital cost of traffic signal improvements at the intersections of Madison and N. Henry Streets and Montgomery and N. Henry Streets. (T&ES)
59. The applicant shall furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks around the perimeter of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
60. No commercial loading/unloading operations will be allowed along North Fayette Street. The applicant shall be responsible for installing all applicable signage. (T&ES)
61. **[CONDITION SATISFIED]** ~~The applicant shall provide \$100,000 for a future traffic signal at the intersection of Madison and Fayette Streets, if one is deemed necessary from the result of the traffic study. (T&ES)~~
62. **[CONDITION AMENDED BY STAFF]** Provide four (4) ~~ladder~~ City standard thermoplastic pedestrian crossings at the intersection of North Fayette Street and Madison Street and one (1) ladder thermoplastic pedestrian crossing across North Fayette Street at Braddock Place, designed to the satisfaction of the Director of T&ES. (T&ES)
63. All private utilities shall be located outside of the public right-of-way and public utility easements. Show all existing and proposed public and private utilities and easements. (T&ES)
64. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES F-14 AND F-15]** ~~A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.~~
  - a. ~~Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of~~

~~water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete.~~

- b. ~~No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)~~

65. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES F-17]** ~~Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C 151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)~~
66. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
67. In the event that Section 5-1-2(12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
68. The applicant shall show location of the solid waste disposal and the turning movements of a trash truck. (T&ES)
69. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES C-11]**  
~~defined by the City Charter and 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)~~
70. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES C-30]** ~~The applicant shall provide storage space for solid~~

~~waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of T&ES. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)~~

## **STORMWATER**

71. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES C-1]** ~~Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post-development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)~~
72. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES C-2]** ~~Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. Project lies within the Braddock and West watershed; therefore, the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. If combined uncontrolled and controlled storm water outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. (T&ES)~~
73. The applicant shall involve the stormwater management designer at an early stage of the site plan process in order to ensure future submissions incorporate stormwater design aspects into the site design in accordance with Article XIII of the Zoning Ordinance. (T&ES)
74. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
75. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES C-6]** ~~Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of~~

~~Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)~~

76. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
77. **[CONDITION RELOCATED BY STAFF TO CODE COMMENT SECTION T&ES F-12]** ~~All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18 inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)~~

## **ARCHAEOLOGY**

78. The applicant shall hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. The applicant shall contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
79. **[CONDITION AMENDED BY STAFF]** All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of

the Zoning Ordinance) or an approved scope of work for an Archaeological Evaluation/Resource Management Plan must be in place to recover significant resources in concert with demolition/construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399. (Archaeology)

80. **[CONDITION AMENDED BY STAFF]** To insure compliance with Section 11-411 of the Zoning Ordinance, the final site plan shall not be released until the City archaeologist confirms that ~~all archaeological field work has been completed or that an approved Resource Management Plan is in place.~~ the developer has hired an archaeological contract firm to conduct the demolition monitoring, complete the Archaeological Evaluation, and if needed, prepare and implement a Resource Management Plan before additional ground disturbance occurs. The following statement shall appear on site plan sheets relating to demolition: An archaeologist shall be on site to monitor all ground-disturbing demolition activities. (Archaeology)
81. **[CONDITION AMENDED BY STAFF]** The applicant shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology).
82. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.(Archeology)
83. **[CONDITION AMENDED BY STAFF]** ~~If warranted by the City Archaeologist,~~ The developer will design, write and erect historic markers (interpretive signage) on the property according to specifications provided by Alexandria Archaeology. The markers will be subject to approval by Alexandria Archaeology and will highlight the historical and archaeological significance of the property. (Archaeology)
84. 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. (Archaeology)
85. **[CONDITION AMENDED BY STAFF]** The applicant/developer shall not allow any metal detection or other artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

86. **[CONDITION RELOCATED WITHIN OTHER ARCHAEOLOGY CONDITIONS]** ~~The archeology conditions shall appear in the General Notes of all site plans so that on-site contractors are aware of the requirements. The statements in Conditions 3 and 5 shall appear on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, Landscaping, and Sheeting and Shoring). Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology. (Archaeology)~~

## **CONSTRUCTION**

87. 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 of the final site plan. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. 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. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. 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) (Code)

88. **[CONDITION AMENDED BY STAFF]** No major construction staging ~~will~~ shall be allowed within the public right of way on ~~from~~ North Henry Street or Madison Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
89. **[CONDITION AMENDED BY STAFF]** The sidewalks ~~along North Henry Street~~ shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
90. Any structural elements that extend into, including footings, foundations, etc., shall be approved by the Director of T&ES. The Department of T&ES is concerned about the limits of excavation relative to the property lines. (T&ES)
91. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)
92. Submit a construction phasing plan to allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. (T&ES)
93. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
94. 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)

95. 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 sheets on the site plan. (T&ES)

### **WASTEWATER/ SANITARY SEWERS**

96. **[CONDITION ADDED BY STAFF]** Sanitary sewer service for the proposed project shall be connected to the Potomac Yard trunk sewer located in North Fayette Street. Note that connections to the trunk sewer must be made at a manhole. (T&ES)
97. **[CONDITION ADDED BY STAFF]** All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
98. **[CONDITION ADDED BY STAFF]** Though this condition has been described in the Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007; however, it is reiterated that the City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Environmental Quality (VDEQ). Both the City and VDEQ approvals are required, though the City approval will be contingent upon the subsequent approval by VDEQ. Should state agencies require changes in the sewer design; these must be accomplished by the developer prior to release of a Certificate of Occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the City or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained; and as-built drawings have been submitted to the City reflecting all changes required by the state. (T&ES)
99. **[CONDITION ADDED BY STAFF]** The applicant shall provide separation of the combined sewer area serving the site. If any area within the property limits is beyond the scope of separation for this project then the applicant shall contribute at a rate of \$300,000.00 (which includes escalation) per acre to the City's Combined Sewer Separation Fund per the recommendations of Combined Sewer Area Reduction Plan. (T&ES)

### **WATERSHEDS, WETLANDS AND RPAS**

100. The project site lies partially 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)
101. The storm water collection system is located within the Braddock Road West (Timber Branch) watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

### **BMP FACILITIES**

102. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
103. 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)
104. **[CONDITION AMENDED BY STAFF]** The Applicant shall submit two copies of 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)
105. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP

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

106. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
  - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
107. 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)
108. 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)

### **CONTAMINATED LANDS**

109. Due to historic uses at the site and potential for contamination, the following condition shall be included:

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. (T&ES)

110. **[CONDITION AMENDED BY STAFF]** 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.

Applicant shall submit 3 ~~5~~ hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

111. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Madison 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)

## **NOISE**

112. Due to the close proximity of the site to *N. Henry Street*, the following conditions shall be included in the development requirements:
- a. Applicant shall prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
  - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the N. Henry Street, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
  - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)

113. There shall be no loading or unloading between the hours of 11:00 pm and 7:00 am. (T&ES)
114. **[CONDITION ADDED BY STAFF]** All exterior building mounted loudspeakers are prohibited and no amplified sound should be audible at the property line. (T&ES)
115. **[CONDITION ADDED BY STAFF]** If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

### **AIR POLLUTION**

116. 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)
117. **[CONDITION ADDED BY STAFF]** Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

### **MISCELLANEOUS**

118. During the tenant fit out process for each tenant, the applicant shall be responsible for contacting and coordinating with the GIS (Geographic Information Systems) Division of P&Z for address assignments for all first floor bays with a street-facing door providing their primary access. The primary building address shall not be used as the address for these individual tenants. As each new tenant is determined, the GIS Division will assign an appropriate address based on the location of the primary entrance door of the new space. (P&Z)
119. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance capital projects or transit operating programs and services, which would serve all owners of property within the development, the condominium association shall be required to participate in the district, so long as the participation is uniformly applied to all owners within the new district. (P&Z)

## CITY DEPARTMENT CODE COMMENTS

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

### **Planning and Zoning**

#### **Recommendations (for Final Review)**

- R-1. **[RECOMMENDATION ADDED BY STAFF]** Sheet C3.0: Parking Tabulations: The Braddock Road Metro small area plan recommends 1 (one) parking space per multi-family residential unit versus 1.05 as shown on this sheet. Please correct or clarify this discrepancy.
- R-2. **[RECOMMENDATION ADDED BY STAFF]** Sheet C3.0: For clarification we suggest replacing "1<sup>st</sup>" with "at grade" in the Parking Breakdown table.
- R-3. **[RECOMMENDATION ADDED BY STAFF]** Sheet C9.0: To clarify compliance with the bulk plane requirement please add a dimension from the Fayette Street centerline to the face of the north building façade near the alley.
- R-4. **[RECOMMENDATION ADDED BY STAFF]** Sheet C9.0: At southern building include a dimension from the edge of sidewalk (closest to building) to the building façade at the deepest building indentation to confirm compliance with conditions of previous approval.
- R-5. **[RECOMMENDATION ADDED BY STAFF]** Sheet C20.0: The symbol for green roof areas under the legend should be removed.
- R-6. **[RECOMMENDATION ADDED BY STAFF]** Sheet L1.01: Confirm typical tree well width dimension from street curb to sidewalk. Detail indicates 3'- 8" but should be at least 4'.
- R-7. **[RECOMMENDATION ADDED BY STAFF]** Sheet L1.11: Please provide a detail of the plaza bench design for further review.
- R-8. **[RECOMMENDATION ADDED BY STAFF]** Sheet A2.03: Review the appropriateness of individual rental offices at a key building corner. Perhaps the waiting area or other more public space could be located at the corner.

- R-9. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.01: Height of louver panel has been increased above storefront. Can this height be reduced and increase height of glass? What color is planned for louvers?
- R-10. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.01: Can the mortar joint between the two black bricks that make up horizontal black brick elements be eliminated?
- R-11. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.01: Please confirm that tinted glass will not be used in storefront windows as this greatly reduces the visibility of the interior of retail spaces and window displays.
- R-12. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.02: Explain design of the two mutli-patterned mullion windows at the 5th floor. This window design appears out of place.
- R-13. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.02: Explain the spacing between the paired double-hung windows on the 5th and 6th floors.
- R-14. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.04: Madison Street façade – indented section: Sill height and window design of the adjoining first floor windows appear out of place.
- R-15. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.08: Should the window on the fifth floor located between the legend notes #11 and #21 align with the windows below?
- R-16. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.09: Please provide more information on the mullion dimensions, design and material of detail #2.
- R-17. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.11: Is it possible to create any additional unit entries on Belle Pre Way?
- R-18. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.11: Review the appropriateness of the use of double-hung windows on the 7th floor.
- R-19. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.14: Should windows on 5th floor align with those below?

- R-20. **[RECOMMENDATION ADDED BY STAFF]** Sheet A5.15: Would an awning window be more appropriate than a double hung at the building indention and in other similar window configurations?
- R-21. **[RECOMMENDATION ADDED BY STAFF]** Sheet LT.2: Will the location of the WC4 light fixtures be in conflict with future awning and sign placement?
- R-22. **[RECOMMENDATION ADDED BY STAFF]** Sheet LT.2.3: Is the use of WC4 light fixtures appropriate above the grrage air vents? Perhaps a more subtle light fixture which will not highlight the vents as much should be explored.
- R-23. **[RECOMMENDATION ADDED BY STAFF]** The landscape elements of this development shall be subject to the Landscape and Performance Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Landscape and Performance Maintenance Bonds are subject to inspections by City staff at completion of construction, and at periods of one year and three years after completion. (P&Z)
- R-24. **[RECOMMENDATION ADDED BY STAFF]** A certification letter for tree wells, tree trenches and planting above structure shall be provided by the applicant and sealed by the project's landscape architect. The letter shall certify that the below grade construction is in compliance with approved drawings and specifications. The letter shall be submitted to the City and approved prior to release of Landscape and Performance bonds. (P&Z)

### **Transportation & Environmental Services:**

- C-1. **[CODE REQUIREMENT ADDED BY STAFF]** Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C-2. **[CODE REQUIREMENT ADDED BY STAFF]** Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form a two-year storm and a ten-year storm,

- considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C-3. **[CODE REQUIREMENT ADDED BY STAFF]** Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C-4. **[CODE REQUIREMENT ADDED BY STAFF]** Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C-5. **[CODE REQUIREMENT ADDED BY STAFF]** (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C-6. **[CODE REQUIREMENT ADDED BY STAFF]** Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where

applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

- C-7. **[CODE REQUIREMENT ADDED BY STAFF]** In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C-8. **[CODE REQUIREMENT ADDED BY STAFF]** Incompliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C-9. **[CODE REQUIREMENT ADDED BY STAFF]** Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C-10. **[CODE REQUIREMENT ADDED BY STAFF]** Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C-11. **[CODE REQUIREMENT ADDED BY STAFF]** The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C-12. **[CODE REQUIREMENT ADDED BY STAFF]** The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C-13. **[CODE REQUIREMENT ADDED BY STAFF]** All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

- C-14. **[CODE REQUIREMENT ADDED BY STAFF]** The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C-15. **[CODE REQUIREMENT ADDED BY STAFF]** All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C-16. **[CODE REQUIREMENT ADDED BY STAFF]** No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.
- C-17. **[CODE REQUIREMENT ADDED BY STAFF]** All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-18. **[CODE REQUIREMENT ADDED BY STAFF]** All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-19 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-20 All downspouts must be connected to a storm sewer by continuous underground pipe. (T&ES)
- C-21 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-22 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-23 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES)
- C-24 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)

- C-25 All utilities serving this site shall be placed underground. (T&ES)
- C-26 Provide site lighting plan. (T&ES)
- C-27 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. (T&ES)
- C-28 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-29 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (Site Plans)
- C-30 Recycling Condition: The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of T&ES. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C-31 Ensure all discharges are in accordance with City of Alexandria Code 4035. (T&ES)
- C-32. **[CODE REQUIREMENT ADDED BY STAFF]** All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-33. **[CODE REQUIREMENT ADDED BY STAFF]** The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-34. **[CODE REQUIREMENT ADDED BY STAFF]** The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C-35. **[CODE REQUIREMENT ADDED BY STAFF]** The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.

This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES)

- C-36. **[CODE REQUIREMENT ADDED BY STAFF]** All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)
- F-1. **[FINDING ADDED BY STAFF]** Sheet C20.0: Remove Green Roof from the legend. (T&ES- OEQ)
- F-2. **[FINDING ADDED BY STAFF]** Sheet C19.2. Coordinate the orifice sizes between the section and plan view for structure #111. Are the sizes 6" and 15" or 9" and 12"? The control structure input data on sheet C19.1 indicates 9" and 12". (T&ES- OEQ)
- F-3. **[FINDING ADDED BY STAFF]** Sheet C19.1. Verify that the correct runoff coefficient and area was used to size the detention facility. The CA value of 1.9847 given at the top left corner of sheet 19.1 is different than the CA value given for the post development runoff calculations on sheet 19 ( $2.526 \text{ ac} * 0.89 = 2.24$ ). (T&ES- OEQ)
- F-4. **[FINDING ADDED BY STAFF]** All brick extending across entrances shall be installed according to the current City brick entrance detail. The detail shall be included in the plan. (T&ES- Engineering)
- F-5. **[FINDING ADDED BY STAFF]** Revise Summary of Discharges (On-site) (Sheet C19.0) to include the uncontrolled site runoff discharge within the Post-Development discharge to Braddock West. (T&ES- Engineering)
- F-6. **[FINDING ADDED BY STAFF]** Correct the Braddock West (Overall Drainage Area) pre-development 2 & 10 year discharge rates. Based on provided data  $Q_2=13.69\text{cfs}$  and  $Q_{10}=19.88 \text{ cfs}$ . (T&ES- Engineering)
- F-7. **[FINDING ADDED BY STAFF]** Correct the stated Required Storage value of 6,500 cu.ft. to 6,400 cu.ft. within the Allowable Release Rate Calculation From Detention Structure paragraph. (T&ES- Engineering)
- F-8. The Plan shall provide a dimension plan with all proposed features fully dimensioned and the property lines clearly delineated. (T&ES)

- F-9. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-10. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F-11. **[FINDING ADDED BY STAFF]** The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-12. **[FINDING ADDED BY STAFF]** All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-13. **[FINDING ADDED BY STAFF]** All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10

fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- F-14. **[FINDING ADDED BY STAFF]** Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F-15. **[FINDING ADDED BY STAFF]** Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F-16. **[FINDING ADDED BY STAFF]** No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F-17. **[FINDING ADDED BY STAFF]** Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F-18. **[FINDING ADDED BY STAFF]** Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F-19. **[FINDING ADDED BY STAFF]** Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-20. **[FINDING ADDED BY STAFF]** Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-21. **[FINDING ADDED BY STAFF]** All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F-22. **[FINDING ADDED BY STAFF]** The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- F-23. ASA requires wet weather flow calculations for all developments. Wet weather flow calculations from development to be submitted to ASA for review. (T&ES)
- F-24. The site is located on marine clay areas as delineated on the City map of marine clay areas. (T&ES)
- F-25. All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

**Code Enforcement:**

The following are repeat comments. Updated comments are in **BOLD**.

- F-1 **[MOST CURRENT CODE REQUIREMENTS APPLY]** The height of the proposed buildings is over 50 feet. 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. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. The design, as submitted provides improved access on one side but does not meet the

requirements for ladder truck access on the second side. The current design does not provide full ladder truck access to the tallest tower. The applicant has met with the Director of Code Enforcement to resolve ladder truck access issues on August 15, 2006. The proposed alternative package for the North Tower, as proposed on August 15<sup>th</sup> was deemed unacceptable by the Director of Code Enforcement. The applicant shall revisit alternatives for the North Tower. For the South Building, 1B construction, a full NFPA 13 sprinkler system and 3 sided access has been reviewed and will be required to be submitted as a Code Modification request. Finding resolved. Applicant submitted two Code Modification Requests (MOD2006-00122 and MOD2006-00123) which were approved on 9/13/06 for alternatives to ladder truck access.

- F-2 **[MOST CURRENT CODE REQUIREMENTS APPLY]** Provide an Emergency Vehicle Easement on the internal sheet that shall be H-20 rated for fire apparatus. Emergency vehicle easement provided but radii at corners do not meet the minimum R-25 requirements. In addition, provide a note on plans that indicate the EVE is H-20 rated. Acknowledged by applicant. Finding resolved.
- F-3 Provide ownership information for garage, retail and condominium structures. Will all structures be owned by one owner or will each major segment be separately owned? The applicant indicates numerous owners of the above structures which will require fire separation requirements in accordance with the USBC. The applicant should meet with Code Enforcement to resolve potential fire separation issues prior to release of the site plan. Acknowledged by applicant.
- F-4 Show locations of intake and exhaust vents for garage on plans. Vent locations provided. Transformer vault is located in the emergency vehicle easement. Relocate vault out of Emergency Vehicle Easement. Finding resolved.
- F-5 Parking shall not be permitted within a designated Emergency Vehicle Easement or in front of any fire hydrants.
- C-1 Provide two Siamese connections for each structure located to the satisfaction of the Director of Code Enforcement. Condition not met. Only one Siamese is provided to each structure. Provide an additional siamese for each building on the opposing side of the structure no closer than 40 feet and no greater than 100 feet from the hydrant serving the siamese connection. Number of Siamese met, move hydrant from the Madison Street side of the building to the corner of Madison Street and Fayette Street. Move the Siamese on the Madison Street side of building to the Fayette Street side of building no closer than 40 feet and no greater than 100 feet from the fire hydrant serving the Siamese. In Concept #2, applicant has failed to show two (2) Siamese connections for each structure. Applicant shall provide an additional siamese for each building on the opposing side of the structure no closer than 40 feet and no greater than 100 feet from the hydrant serving the siamese connection. Acknowledged by applicant. Condition met.

- C-2 A separate tap is required for the building fire service connection. Taps provided but not identified on all sheets. Identify fire lines on each sheet. Condition met. Refer to C-1.
- C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant. Condition met.
- C-4 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems. Acknowledged by applicant.
- C-5 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-6 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. Condition met.
- C-7 **[MOST CURRENT CODE REQUIREMENTS APPLY]** Building is over 50 feet in height and as such is required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 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. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Condition met through approved Code Modifications, see F-1 above.
- C-8 The final site plans shall show placement of fire easement signs. Condition met.
- C-9 Underground structures shall comply with Special Detailed Requirements Based upon Use and Occupancy (Chapter 4) of the USBC. Acknowledged, to be determined for compliance at time of building permit application.
- C-10 A soils report must be submitted with the building permit application. Acknowledged by applicant.

- C-11 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 provided. Still not provided by applicant.
- C-12 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-13 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of the USBC. Acknowledged by applicant.
- C-14 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Condition not met, Handicap curb cuts not provided at all crosswalks. Eleven handicap spaces shown on parking tabulation. Twelve spaces are required per the USBC. Condition met, 14 spaces provided.
- C-15 **[MOST CURRENT CODE REQUIREMENTS APPLY]** The proposed North Tower must comply with the requirements of HIGH-RISE buildings per the USBC. Acknowledged by applicant. Condition met.
- C-16 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Condition met, Rodent Note provided on Sheet 2.
- C-17 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.
- C-18 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1019.1.7.
- C-19 **[MOST CURRENT CODE REQUIREMENTS APPLY]** The developer shall provide, in the Fire Service Plan, emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width. Condition met, required two-way EVE of 22 feet has been provided and a one-way EVE of 18 feet in width has been provided.

- R-1 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. Acknowledged by applicant.
- R-2 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.

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. Acknowledged by applicant.

- R-3 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. Acknowledged by applicant.
- R-4 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. Acknowledged by applicant.

**Police Department:**

- R-1 The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for any sales and/or construction trailer(s) as soon as they are in place.
- R-2 For the safety of the persons using the proposed garage, it is recommended that the builder construct stairwells to be visible, without solid walls.
- R-3 It is recommended that the proposed louvers/vents, especially those above the retail storefronts, be adequately secured from possible break-ins.
- R-4 Secure louvered windows by removing each pane, sanding its edges where the glass and metal frame meet, applying a two-part epoxy resin glue to the sanded area and placing the glass back into the framework.
- R-5 The underground garage elevator vestibules should be constructed of transparent/glass panels to allow all around surveillance and provide clear sightlines.

**Health Department:**

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Five sets of plans are to be submitted to and approved by this department prior to construction of any facility regulated by the health department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-7 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-8 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia Chapter 599, Sec. 54.1-3029 and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.

- C-9 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.
- C-10 Food must be protected to the point of service at any outdoor dining facility.

**Historic Alexandria (Archaeology):**

- F-1 Historical maps and documents indicate this property was part of Fendall Farm, bought by Philip Fendall in 1786, used for subsistence agriculture until sold to John Gadsby in 1805. It was also the site of the Belle Pre Bottling Company, which opened for business in 1902. Bottle production continued in operation on the lot until 1921. Belle Pre Bottling was a large operation with one large continuous tank furnace fueled by three gas producers and three lehrs. The production of milk bottles was one of the firm's specialties, and its economic trading sphere extended beyond the Middle Atlantic region. The high temperatures required for the production of bottles necessitates the use of underground flues and exhaust tunnels, and it is likely that archaeological evidence of these features, as well as the furnace, gas producers and lehrs, will still be present on this property. The lot therefore has potential to yield significant information about the bottling industry in Alexandria during the early 20<sup>th</sup> century.
- F-2 **[FINDING AMENDED BY STAFF]** The applicant has begun to work with Thunderbird Archaeology to conduct the required investigation. A draft Documentary Study has been approved. The project will require coordination between the archaeological consultant, the applicant, and the City. Note that archaeological monitoring is required during demolition, and the remainder of the archaeological investigation will be conducted after the demolition.
- F-3 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C-1** **[CODE REQUIREMENT ADDED BY STAFF]** All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

**Recreation, Parks & Cultural Activities (RP&CA):**

- R-1 Clarify specification of *Cercis canadensis* as single or multi-trunk.
- R-2 Clarify specification of *Lagetroemia indica* as single or multi-trunk.

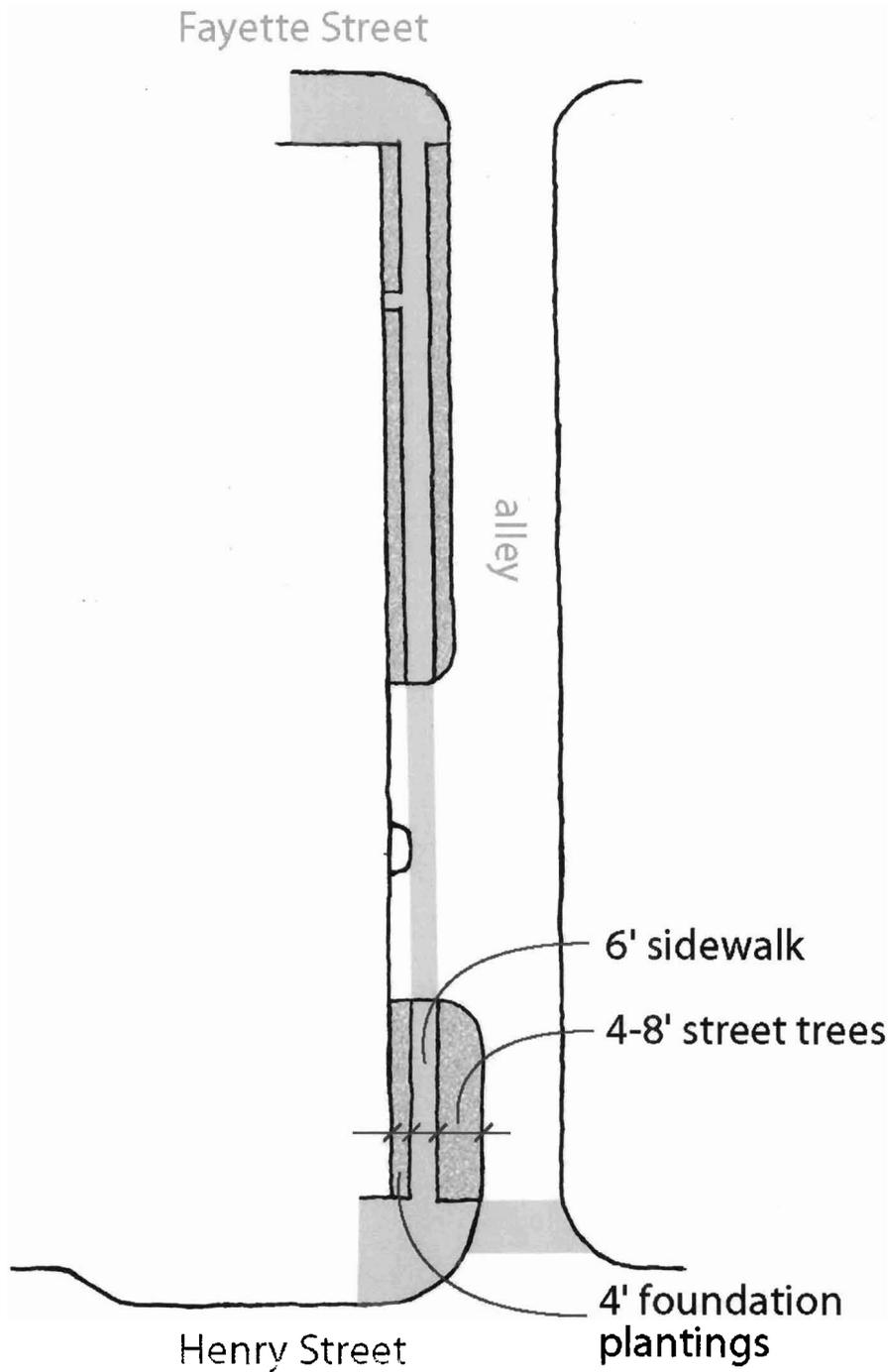
- R-3 Clarify specification of Magnolia virginiana as single or multi-trunk and if applicable, provide cultivar.
- R-4 **[RECOMMENDATION ADDED BY STAFF]** Include location of public open space signage in the site plan.
- F-1 Remedy misspelling of Ilex creneta.

**Virginia American Water Company (VAWC):**

- F-1 Hydraulic calculations (computer modeling) will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.
- F-2 VAWC will require a copy of the Code Enforcement approved needed fire flow calculations for this project.
- F-3 Call out all existing water main sizes on existing conditions and site utility plan sheets.
- F-4 A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room.
- F-5 **[FINDING AMENDED BY STAFF]** Both buildings show proposed 6.8" fire and 6" domestic services coming off of an existing 6" water main. Proposed service sizes to the building cannot be larger than the existing water mains. A new water main extension may be required for this development.
- F-6 It may be possible to bring the water services for the South Tower off of the existing 12" main in Madison St. and off of the existing 12" main in N. Henry St. for the North Tower.



**ATTACHMENT #2**  
**[NO LONGER PERTINENT AS IT IS SUPERCEDED BY AMENDED PLANS**  
**DATED DECEMBER 16, 2010]**



**Attachment # 3**

**SUP # 2010-000 – The Madison Mixed Used Development**

**800 North Henry Street  
Alexandria, VA 22314**

The Madison Mixed Use Development site is located within ¼ mile of the Braddock Road Metro Station. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Transportation Planning Division requires for The Madison Mixed Use redevelopment (The Madison):

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

The Transportation Management Plan for The Madison consists of 6 parts:

1. Goal and Evaluation of the TMP
2. Organization and Funding
3. Transportation Management Plan
4. Evaluation of the Effectiveness of the TMP
5. Revision to the TMP
6. Permanence of the TMP Ordinance

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

- a. The Madison site is located within ¼ mile from the nearest Metro Station. The DASH line AT2 services the site providing connection to Braddock Road and King Street Metro Stations and the VRE commuter station. Additional WMATA bus routes are available at the Braddock road Metro station. In view of this accessibility to transit, the TMP goal for the project is established at 50% non-SOV travel for mixed uses within 1,500 feet of the Metro Station.
- b. The achievement of this goal will be demonstrated by the performance of the TMP based on the activities conducted and financed by the TMP fund and the

annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents and tenants, as well as retail employees, to switch to transit as opposed to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal, which is 50% non-SOV. The fund report and survey are covered under part 3, sections f, g, and h.

- c. The TMP fund rate and program shall be evaluated 2 years after the issuance of the first certificate of occupancy and every 3 years thereafter, The rate shall be increased or decreased (as appropriate) based on factors including: ability to achieve goals, varying transit costs, etc. and programs adjusted as appropriate. All adjustments to the rates and programs shall be approved by the Director of T&ES.

## **2. TMP Organization and Funding**

- a. The developer has agreed to appoint a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the residents of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Initial Work Plan will be developed by the TMP Coordinator and approved by the Transportation Planning Division. This work plan should be submitted with the issuance of the first Certificate of Occupancy. To fund the ongoing operation and management of the TMP, the property owner will contribute a yearly amount of \$80.00 per occupied residential unit and \$0.25 per square foot of retail space. The amount shall increase annually in an amount equal to the Consumer Price Index (CPI) to be used exclusively for the transportation activities listed below. If requested by the Directors of T&ES and P&Z, the applicant shall contribute the required transportation management plan monetary contribution to a neighborhood Transportation Management Plan.
- c. The applicant shall participate and cooperate with other developments in the Braddock area in a mutually agreed upon cooperative planning and implementation of transportation activities.

**3. Transportation Management Plan**

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

Use	Units	Square Feet
Residential	360	—
Retail	—	9,672

b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan may include the following elements:

- i. A TMP Coordinator shall be designated for the entire project *upon application for the initial building permit*. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees.
- iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
- iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program but also site-specific matching efforts.
- v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
- vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least one parking space within the parking garage should be made available for the exclusive

use of a carshare vehicle. This space should be in a convenient location for residents and the TMP Coordinator will arrange with carshare companies serving the area (currently Zipcar provides service in the City of Alexandria), for placement of the vehicle(s) in this project. For those individuals who take transit, carpool, vanpool, walk, or bike to work, the TMP program shall pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

- vii. Discounted bus and rail fare media shall be sold on-site to residents of the project including during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund:** Based on a 50% non-SOV goal for the proposed project, an annual rate of \$80.00 per occupied residential unit and \$0.25 per occupied square foot of retail uses are established for this project. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the property owner and/or condominium and/or retail association. These contributions will be adjusted yearly as per the consumer price index (CPI). *The first payment to the fund shall be made with the issuance of initial Certificate of Occupancy.* Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation in the Consumer Price Index (CPI) for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:
- i. Purchase, installation, maintenance and operation of electronic data centers for transit information to facilitate and promote the use of public transportation and, therefore, the TMP goals.
  - ii. The purchase of Smartrip cards loaded with at least \$25.00 in fare to be included in move-in package for new residents.
  - iii. Up to 20% of the annual contribution may be used as reimbursement of the salary cost for the TMP Coordinator.
  - iv. Discounting the cost of bus and transit fare media for on-site employees and residents. **Exception:** The fund shall not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
  - v. Subsidies to transit providers.

- vi. Marketing activities, including advertising, promotional events, etc.
  - vii. Bicycle lockers for residents.
  - viii. Membership and application fees for carshare vehicles.
  - ix. Participate in air quality/ozone action day programs.
  - x. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
- d. ***As part of the Initial Work Plan and with the issuance of the first Certificate of Occupancy, the developer will submit a statement with a breakdown of the expenses to be funded by the TMP contribution.*** The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. **Unencumbered Funds:** Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Association has not made reasonable effort to use the funds for TMP activities.
- f. The TMP Coordinator shall provide semi-annual TMP Fund reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. ***The first report will be due six months following the issuance of the first certificate of occupancy.***
- g. The TMP Coordinator shall conduct an annual survey, with a minimum response rate of 50%, of the modes of transportation of residents and employees, and other commuting information, as requested by the City, and submit the results and the raw data to the Transportation Planning Division. ***The initial survey shall be submitted 1 year from the time of 60% occupancy of The Madison Mixed Use Development.***
- h. In conjunction with the survey, the TMP Coordinator shall provide an Annual Report to the Director of T&ES, identifying, as of the end of the reporting period, the units and square feet of occupied retail space, a summary result of

the annual survey including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic. The annual report shall also contain a review of the TMP program as well as information on the compliance with the approved parking management program for the project.

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

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

- a. The goal of 50% non-SOV for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of The Madison in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the Annual Work Plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP have flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will

also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

**5. Revision to the Transportation Management Program**

- a. The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this SUP.

**6. PERMANENCE OF THE TMP ORDINANCE**

- a. As required in Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office *with the issuance of the first certificate of occupancy*.
- c. The Director of T&ES may approve modifications to agreed TMP activities and funds, provided that any changes are consistent with the goals of the TMP.
- d. In the case of any conflicts between the conditions of approval for The Madison and this attachment, the conditions will govern.

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2010-0028

PROJECT NAME: THE MADISON

PROPERTY LOCATION: 800 North Henry Street, Alexandria, Virginia

TAX MAP REFERENCE: 54.01 03 06                      ZONE: CRMU- H

APPLICANT NAME: EQR – Madison & Henry, LLC, a Delaware limited liability company

ADDRESS: 2 North Riverside Plaza Suite 400  
Chicago, IL 60606

PROPERTY OWNER NAME: EQR – Madison & Henry, LLC, a Delaware limited liability company

ADDRESS: 2 North Riverside Plaza Suite 400  
Chicago, IL 60606

SUMMARY OF PROPOSAL: Amendment to Development Special Use Permit Final Site Plan #2007-0005.

MODIFICATIONS REQUESTED: NONE.

Sup's REQUESTED: SEE ATTACHED.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

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

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

Land, Clark, Carroll, Mendelson & Blair, P.C.  
Duncan W. Blair, Esquire  
Print Name of Applicant or Agent



Signature

524 King Street                      (703) 836-1000                      (703) 549-3335                      dlbair@landclark.com  
Mailing/Street Address                      Telephone #                      Fax #                      E-mail:

Alexandria, Virginia 22314                      December 16, 2010  
City and State                      Zip Code

===== **DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY** =====

Application Received: \_\_\_\_\_                      Received Plans for Completeness: \_\_\_\_\_  
Fee Paid & Date: \$ \_\_\_\_\_                      Received Plans for Preliminary: \_\_\_\_\_  
Legal Advertisement: \_\_\_\_\_                      Property Placard: \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_  
ACTION - CITY COUNCIL: \_\_\_\_\_



**Development Special Use Permit with Site Plan (DSUP) # \_\_\_\_\_**

**NARRATIVE DESCRIPTION**

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary)

**EQR – Madison & Henry, LLC, a Delaware limited liability company Amendment to Development Special Use Permit Final Site Plan #2007-0005 (“Project”). The Project as amended will consist of 360 residential dwelling units and approximately 9,672 square feet of neighborhood serving ground level retail and personal services uses.**

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

**Response: No change from DSUP #2007 - 0005.**

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

**Response: No change from DSUP #2007 - 0005.**

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

Day: \_\_\_\_\_ Hours: \_\_\_\_\_

**Response: No change from DSUP #2007 - 0005.**

6. Please describe any potential noise emanating from the proposed use:

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

**Response: It is not anticipated that noise levels will exceed permitted levels under the Alexandria City Code.**

B. How will the noise from patrons be controlled?

**Response: No change from DSUP #2007 - 0005**

Development Special Use Permit with Site Plan (DSUP) # \_\_\_\_\_

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

**Response: It is not anticipated that offensive odors will emanate from the use of the property.**

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

**Response: The type of trash and garbage will be that generally associated with residential use.**

- B. How much trash and garbage will be generated by the use?

**Response: The volume of trash and garbage will be that generally associated with residential use.**

- C. How often will trash be collected?

**Response Residential: Trash, garbage, and recyclable materials will be collected by commercial trash collectors contracted for by the building management.**

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

**Response: No change from DSUP #2007 - 0005.**

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

Yes.  No.

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

**Small quantities of cleaning solvents generally recognized to be appropriate for use by restaurants in the operation of the business will be stored, used as solvents and disposed of in accordance with applicable regulations.**

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

Yes.  No.

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

**Small quantities of organic compounds generally recognized to be appropriate for use by restaurants in the operation of the business will be stored, used and disposed of in accordance with applicable regulations.**

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

**No change from DSUP #2007 - 0005.**

**ALCOHOL SALES**

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

Yes.  No.

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

**PARKING AND ACCESS REQUIREMENTS**

13. Please provide information regarding the availability of off-street parking:

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

**See zoning tabulations on Development Plan.**

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

**See Zoning Tabulations on Development.**

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

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

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

Development Special Use Permit with Site Plan (DSUP) # \_\_\_\_\_

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

**Parking Reduction Special Use Permit addressed in Traffic Study Transportation Management Plan.**

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the Zoning ordinance? **See Zoning Tabulation on Development Plan.**

- B. How many loading spaces are available for the use?  
**See Zoning Tabulation on Development Plan.**

- C. Where are off-street loading facilities located?

**The Loading areas are shown on the Development Site Plan.**

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

**Response: Residential loading and unloading activities will be generally restricted to the moving in and out of unit owners and trash removal. The building management will regulate the hours for unit owner use.**

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

**Response: Except for the move-in period by initial owners, it is anticipated that loading and unloading activities for the residential component will be minimal.**

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

**Yes.**

**NOTE: THE RESPONSES TO QUESTIONS 3-13 DO NOT ADDRESS THE USE CHARACTERISTICS FOR THE PROPOSED RETAIL COMPONENTS OF THE PROJECT.**

**PARKING REDUCTION SUPPLEMENTAL APPLICATION**

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

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

**The Applicant is requesting a parking reduction for the Project from the 561 parking spaces required under the existing CRMU-H zone regulations to 464 parking spaces. The amount of parking provided equals 1.05 parking spaces per dwelling unit and 3 parking spaces per one thousand square feet of retail space. The number of parking spaces provided are consistent with Braddock Metro Neighborhood Parking District Ratios recommended in the adopted Braddock Metro Neighborhood Parking Plan (March 2008) (the "Plan"). The parking ratios in the Plan have not been codified into the Alexandria Zoning Ordinance as of this date; as such, a technical parking reduction is required.**

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

**The amount of parking being provided is consistent with the Braddock Metro Neighborhood Parking District Ratios in the Plan.**

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

**The amount of parking being provided is consistent with the Braddock Metro Neighborhood Parking District Ratios in the Plan.**

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces? Yes  No

**The amount of parking is less than was provided pursuant to the approved DSUP Final Site Plan #2007-0051**

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

**See: Transportation Management Plan.**

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

**See: Transportation Management Plan.**

**OWNERSHIP AND DISCLOSURE STATEMENT**  
Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. ERP Operating Limited Partnership, an Illinois limited partnership	2 North Riverside Plaza, Suite 400 Chicago, IL 60606	99.99%
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 800 North Henry Street, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. ERP Operating Limited Partnership, an Illinois limited partnership	2 North Riverside Plaza, Suite 400 Chicago, IL 60606	99.99%
2.		
3.		

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

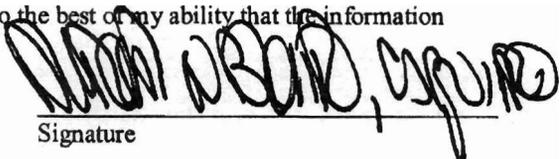
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. ERP Operating Limited Partnership, an Illinois limited partnership	None	Planning Commission, City Council
2.		
3.		

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

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

December 16, 2010  
Date

Duncan Wardman Blair  
Printed Name

  
Signature

## PROPOSED REFINEMENTS AND CHANGES FOR THE MADISON (12-16-10)

### I. Property Statistics and Features

#### a. Retail Space

- |   |                        |
|---|------------------------|
| i. Approved :                             | 23,500 (approximation) |
| ii. Proposed 3 <sup>rd</sup> Party Shops: | 9,500 (approximation)  |
| iii. With In House Uses:                  | 14,000 (approximation) |

Note: We propose that the 14,000 square feet of retail that was formerly located in the north building along Henry Street be replaced by the following active uses: a community leasing office, community room, fitness center, and approximately 10 two story residential units with. These uses will accomplish the primary goal of activating the street, while helping avoid the possible scenario where a large block of retail space remains vacant or is leased to undesirable tenants. Of the new uses, at least 2,500 square feet would be dedicated to the leasing office, which is primarily a permanent "retail" space.

#### b. Dwelling Units

- |                  |     |
|------------------|-----|
| i. Approved DSUP | 344 |
| ii. Proposed     | 360 |

Note: While we have increased our unit count by 16, it is important to note that we have not changed the building footprint or massing. Much of the increase in unit count (10 units) are due to replacing approximately 9,000 square feet of retail space along Henry Street in the north building with two story loft units. The remaining increase of approximately 6 units is due to minor modifications to unit layout and mix.

#### c. Parking

- |                                       |     |
|---------------------------------------|-----|
| i. Approved Total                     | 507 |
| 1. Below grade                        | 502 |
| 2. Internal street – surface          | 5   |
| ii. Proposed Total (Braddock Rd Plan) | 464 |
| 1. Below grade                        | 449 |
| 2. Internal street & alley            | 4   |
| 3. Fayette Street                     | 11  |

Note: Parking provided is equivalent to the requirements of the Braddock Metro Neighborhood Plan: 1.05 spaces per dwelling unit, 15% guest spaces, and three spaces per 1000 square feet of retail (with an exemption for the first 1,200 square feet). It should be noted that it is likely there

could be some additional spaces in the garage upon conclusion of final engineering, provision/placement of columns, bicycle parking, utility and storage rooms.

- d. Additional Amenities (above those shown on the approved plan)
  - i. Rooftop pool on north building at Henry Street wing (and associated open space)
  - ii. Rooftop patio/sky lounge with grills and fire pit (and associated open space)
  - iii. Bathroom facility and lounge adjacent to the pool and patio on 5<sup>th</sup> floor of the building.
  - iv. Bicycle storage room in garage
  - v. Pet grooming room (provided there is sufficient space available)
- e. Reconfigured Amenities
  - i. Lobby & elevators in north building relocated to the southeast corner of the building in order to be closer to community spaces and to help activate Henry Street.
  - ii. Consolidation of leasing center, fitness center, community room and lounge at front portion of the north building as substitute for north building retail. There is more space dedicated to these uses than in prior plan and their location along North Henry Street will provide retail – like uses and street activation.
  - iii. We have reduced the garage entrance from three lanes of traffic to two (one for egress and one for ingress), to reflect the fact that we have less retail space than in the prior plan, and to minimize the visual impact of the garage entrance from Madison Street.
  - iv. The wall opposite the south building lobby entrance in the breezeway connecting Madison Street to the public courtyard will be converted into a garage elevator lobby with a glass wall. We will relocate the archeological “artifact” wall to the inside of this lobby. This change improves the appearance of the breezeway and helps activate it.

## II. Green Building

- a. Amend Condition 17 to commit to certification to National Green Building Standard and/or LEED certification. We are proposing to design the entire building to comply with the National Green Building Standard or LEED in lieu of providing the partial green roof that is shown on the approved plan. National Green Building Standard is a comprehensive green building program comparable in scope to LEED, but fully consistent with ANSI standards. A summary (Exhibit A) and detailed book (Exhibit

B) describing the National Green Building Standard has been previously provided to City staff. Specifically, we anticipate the design to meet with the Bronze level of certification. Compliance with the National Green Building Standard is a much more comprehensive approach to sustainability than providing a partial green roof.

- b. **Roof Treatment.** As part of our comprehensive solution to building a sustainable project, we are proposing to construct a white, reflective roof in lieu of the approved partial green roof. There is significant usage of the roof for HVAC condensers and the proposed rooftop pool, which would have made the green roof extremely limited in size. This has resulted in changes to the storm water management system in terms of capacity. The resulting changes have been redesigned by Christopher Consultants and previously discussed in concept with the City of Alexandria's staff.

### III. Design Refinements and Other Changes

- a. **Internal Court in North Building.**

The North Building Courtyard has been modified to better respond to the proposed redistribution of uses along North Henry Street. Other minor building width dimensions are now reflected accordingly as well. This courtyard which is very private in nature, becomes more of an urban green oasis providing amenity spaces for residents and great visual interest for the residents overlooking the courtyard. In addition the introduction of large amounts of planting provides an added environmental and aesthetic benefit for all to enjoy. A garage exhaust vent (approximately 10'x19) has been located within this courtyard and it is buffered through the introduction of grill screens, plantings and trellis features that will transform this vent into just another feature within the garden. This will be designed in combination with either a grilling area and/or outdoor fireplace to create a visual focal point within the court space.

- b. **North Henry Street Facades.**

These facades will remain relatively unchanged, with the following exceptions:

- i. Minor dimensional changes to accommodate our revised interior unit plans and to create a more logical rhythm to the façade.
- ii. A portion of the first floor of the North Building will be converted from retail to residential units. The entrances to these units will feature stoops, awnings, and a window system that is consistent

with the “warehouse” window system found on the top three residential floors of this façade.

c. Madison Street Facades

The appearance and intent of these facades will remain relatively unchanged. We are proposing minor dimensional changes to the building closest to Henry Street in order to accommodate our revised internal unit plans and to create a more logical rhythm to the façade. Also, we have proposed the addition of minor areas with metal materials on the façade and the introduction of some French style balconies in select locations. On the building closest to Fayette Street, we would like to simplify the façade, while maintaining the intent of the setbacks at the upper floors

d. Fayette Street Facades.

On the South Building, we would like to simplify the façade, while maintaining the intent of the setbacks at upper floors and the articulation at the ground level (which was important to continue the feeling of “front yards” along Fayette Street). We propose the introduction of some French style balconies in select locations. We also may propose some modest changes in materials, specifically metal, in order to make the “background” layer of the building read more naturally as a modern addition to a traditional building.

On the North Building, we are proposing minor changes to the building articulation to create a more natural rhythm in the façade as well as the introduction of balconies in select locations. We are also considering replacing the brick at the top floor to a more modern material, such as metal.

- e. Building Height. We are proposing slight adjustments to building heights to allow for standard 9 foot ceiling within apartments and anticipated slab thicknesses. In order to achieve 9 foot ceiling with the anticipated 7.5 inch thick slab we need a 9 foot 7-1/2 inches from finish floor to finish floor in lieu of 9 foot 7-1/8 inch. Plus an extra 6-1/2 inch at each floor that a setback occurs to provide proper waterproofing and at the same time achieve ADA accessibility. Although the total increase in height is about 1 foot 4 inches from grade to top of roof, we plan to reduce the height of the parapet so the overall appearance will remain very similar. Maintaining a 50' height appearance along North Henry St. for both buildings and 72' on the Fayette St. side of the North Building.

- f. **North Alley.** The elimination of the retail space in the north building has allowed us to relocate, the loading dock for the residential building closer to Fayette Street. This relocation improves the appearance of the building as you approach it from the north on Henry Street. We have also eliminated the garage exhaust from the North Alley and added first floor units with street access. These two changes allow us to create a continuous green area along side of the building through the entire alley (except at the loading/trash area), thereby softening this space and making it more attractive from both the perspective of the apartment residents as well as the adjoining property owners. These changes also allow us to activate the alleyway and make it a safer place for pedestrians and residents.
- g. **Retail Elevator Relocation.** With retail now included in the south building only, we propose relocating the garage retail elevator from the north building for use by retail clients to the south building next to the retail trash room on Madison Street.
- h. **Leasing Office Relocation from South to North Building.** As noted above, we propose relocating the leasing office from the south building to the north building facing directly onto North Henry Street.
- i. **Streetscape treatment and Courtyard designs**
  - i. **Fayette Street.** The design of the streetscape along this street has been slightly modified to incorporate the remnant rail lines currently existing along this street edge. These rail lines have been located at either side of enlarged tree pits and the proposed streetscape treatment reinforces this gesture by adding a brick edge joining the rail line and the tree pits as a consistent and unified edge. The streetscape design retains the green buffer along the building edge but it enlarges it by locating the access to the residential unit stoops straight of the sidewalk.
  - ii. **North Alley.** As noted above, the design calls for an approximately 10' planting area planted with trees and shrubs along the entire alley adjacent to the building as well as with a continuous sidewalk interrupted only by a drive/loading area for move-ins and building trash service. This new proposed treatment and the reduction of service uses result in larger green areas substantially beautify the North Alley.
  - iii. **North Henry Street.** Modest modifications are requested to enhance the streetscape with larger tree pits, consistent the City's

desired standards in comparison to relatively small tree pits that were part of the previously approved plan.

- iv. **Madison Street.** The design of the streetscape along this street remains substantially the same. A tree pit enlargement, to match the larger tree pits proposed through out the streetscape is requested as well as the provision of additional building foundation plantings in select areas.
  
- v. **Public Courtyard.** The proposed design retains the concepts of fluid curves but adjusts them as a gesture to tie the two residential lobbies. The residential lobby at the North building has been relocated closer to the corner acting as a strong activator of this internal street. The design calls for the introduction of additional green space, which was lacking in the previously approved plans, and the creation of spaces with various level of intimacy therefore allowing for a variety of informal seating opportunities,. This modification will make the courtyard a much more inviting and beautiful amenity for residents and nearby neighbors becoming a true city pocket park. Changes include the provision of more planting areas that will support both trees and shrubs and the redesign of the hardscape to draw users into the space. The design maintains the outdoor seating area that will be accessible to the retail space fronting on North Henry Street but is located at a consistent elevation providing for a greater flexibility of use. The design retains display opportunities for the historical references to the previous uses at the site as well as focal point in the form of a sculptural gesture.

**TMP.** We propose a modification to the TMP fee structure along with the introduction of additional TMP outreach efforts in conjunction with new technology linkages to increase public transit utilization. Subsequent to the plan submission to the City, the development team will be meeting with City to review in detail the proposed changes.

**SUP # 2010-0000 — The Madison**

**800 North Henry Street  
Alexandria, VA**

The Madison Apartments site is located within ¼ mile of the Braddock Road Metro station. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Transportation Planning Division proposes for The Madison Apartments mixed use redevelopment:

The Transportation Management Program for The Madison Apartments consists of 5 parts:

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

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

- a. The Madison Apartment site is located within ¼ mile the nearest Metro station. The DASH line AT2 services the site providing connection to Braddock Road and King Street Metro Stations and the VRE commuter train station. Additional WMATA bus routes are available at the Braddock Road Metro station. In view of this accessibility to transit, the TMP goals were established as 50% non-SOV for mixed uses within 1,500 feet of the Metro Station.
- b. The achievement of this goal will be demonstrated by the performance of the TMP based on the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal, which is 50% non-SOV. The fund report and survey are covered under paragraph 3, sections c., d. and e.
- c. The TMP fund rate and program shall be evaluated 2 years after the issuance of the first certificate of occupancy and every 5 years thereafter. The rate shall be increased or decreased (as appropriate) based on factors including: ability to achieve goals, varying transit costs, etc. and programs adjusted as appropriate. All adjustments to the rates and programs shall be approved by the Director of T&ES.

**2. TMP Organization and Funding**

- a. The developer agrees to appoint a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the residents of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Work Plan will be developed by the TMP Coordinator and approved by the Transportation Planning Division. This work plan will be due on January 15 of every year. To fund the ongoing operation and management of the TMP, the property owner will contribute a yearly amount of \$100.00 per occupied residential unit and \$0.25 per square foot of retail space, or the amount required by the approved **Braddock Metro Neighborhood Plan**, whichever is greater. The amount shall increase annually in an amount equal to the CPI Index to be used exclusively for the transportation activities listed below. If required by the approved **Braddock Metro Neighborhood Plan**, or if requested by the Directors of T&ES and P&Z, the applicant shall contribute the required transportation management plan monetary contribution to a neighborhood Braddock area transportation management plan. The rate will be adjusted yearly as per the consumer price index (CPI).
- c. The applicant shall contribute \$60,000 to the City to fund transit and other alternative modes of transportation in proximity to the Braddock metro station or the amount required by the **Braddock Metro Neighborhood Plan**, whichever is greater.
- d. The applicant shall participate and cooperate with other developments in the Braddock area in a mutually agreed upon cooperative planning and implementation of transportation activities.

**3. Transportation Management Plan**

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

Use	Units	Square Feet
Residential	362	—
Retail	—	9,546

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan may include the following elements:
  - i. A TMP Coordinator shall be designated for the entire project upon application for the first certificate of occupancy. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.

- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements may be promoted to prospective tenants and to employers and their employees.
  - iii. Information about transit, ridesharing, and other TMP elements may be distributed and displayed to residents – including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
  - iv. A ridesharing program may be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
  - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
  - vi. A carshare program may be established as part of the ridesharing and transit marketing efforts for the building. Currently, Zipcar has vehicles in the Alexandria area. For those residents who take transit, carpool, vanpool, walk, or bike to work, the City of Alexandria Rideshare Program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
  - vii. Discounted bus and rail fare media may be sold on-site to residents of the project including during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund:** Based on a 50% non-SOV goal for the proposed project, an annual rate of \$100.00 per occupied residential unit and \$0.25 per square foot of retail uses are established for this project, or the amount required by the approved *Braddock Metro Neighborhood Plan*, whichever is greater. The first payment to the fund shall be made with the issuance of the initial Certificate of Occupancy. Payments shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the property owner and/or condominium and/or retail association. The rate will be adjusted annually, to begin one year after the initial CO is issued, as per the consumer price index (CPI) of the United States for the previous year. The TMP fund shall be used exclusively for these approved activities:
- i. Purchase, installation, maintenance, and operation of electronic data centers for transit information to facilitate and promote the use of public transportation and, therefore, the TMP goals.

- ii. Initial capital costs may be capitalized over up to 3 years.
  - iii. The purchase of Smartrip cards loaded with at least \$25.00 in fare to be included in move-in package for new residents.
  - iv. Up to 20% of the annual contribution, or \$7,700.00, should be used as reimbursement of the salary cost for the TMP Coordinator.
  - v. Discounting the cost of bus and transit fare media for on-site employees and residents. The fund should not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
  - vi. Subsidies to transit providers.
  - vii. Marketing activities, including advertising, promotional events, etc.
  - viii. Bicycle lockers for residents.
  - ix. Participate in air quality action day programs.
  - x. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures, such as administration of necessary TMP audits and survey.
- b. **Unencumbered Funds:** As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
- c. The TMP Coordinator will provide semi-annual TMP Fund reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. ***The first report will be due six months following the issuance of the first certificate of occupancy.*** Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator has not made reasonable effort to use the funds for TMP activities.
- d. The TMP Coordinator shall provide annual reports to the Transportation Planning Division, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the summary results of the annual survey, together with the raw data, and a work program for the following year. ***The initial report shall be submitted 1 year from the time of 60%***

***occupancy of The Madison Apartments.*** The annual report shall identify, as of the end of the reporting period, the amount of square footage of occupied office and retail space. In conjunction with the survey, the TMP Coordinator shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project. An outside independent consultant, approved by T&ES, shall perform the audit and will certify to its findings.

- e. **Administrative Fee for Non-Compliance:** An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports (fund reports with supporting documentation, annual reports, survey results and submission of raw data). The fee shall be in the amount of five hundred dollars (\$500.00) for the first thirty (30) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

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

- a. The goal of 50% non-SOV for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of The Madison Apartments in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the Annual Work Plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Annual Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP has flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the "right" solutions are adjusted in response and anticipation of changes in transportation conditions.

#### **5. Revision to the Transportation Management Program**

The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this DSUP.

## 6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. ***Prior to any lease/purchase agreements***, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such ***language to be reviewed and approved by the City Attorney's office.***
- c. The Director of T&ES may approve modifications to agreed TMP activities and funds, provided that any changes are consistent with the goals of the TMP.
- d. In the case of any conflicts between the conditions of approval for The Madison and this attachment, the conditions will govern

PC Docket Item #8A+B  
DSUP 2010-0028



To:  
Cc:  
Bcc:

Fw: Braddock Lofts HOA and Residents Fully Support the Changes in the Madison Project and Urge the City for Quick Approval

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From: HOA BraddockLofts <braddockloftshoa@gmail.com>  
To: komorosj@nasd.com, William.euille@alexandriava.gov, alexvamayor@aol.com, kerry.donley@alexandriava.gov, delpepper@aol.com, rob@krupicka.com, council@krupicka.com, paulcsmedberg@aol.com, frank.fannon@alexandriava.gov, alicia.hughes@alexandriava.gov, erwagner@comcast.net, jlr@cpma.com, mslyman@verison.net, donna\_fossum@rand.org, hsdunn@ipbtax.com, jssjennings@aol.com, gwen.wright@alexandriava.gov, Dirk.Geratz@alexandriava.gov, Faroll.Hamer@alexandriava.gov, jim.hartmann@alexandriava.gov  
Cc: Salena Zellers Schmditke <salena@bioinjury.com>, "Wythe1113, SaylorM" <mshel613@yahoo.com>, HOA BraddockLofts <braddockloftshoa@gmail.com>, croth@trammellcrow.com, Dblair@landclark.com  
Date: 01/24/2011 12:31 PM  
Subject: Braddock Lofts HOA and Residents Fully Support the Changes in the Madison Project and Urge the City for Quick Approval

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Dear City Officials:

We at the Braddock Lofts fully support the Madison Project and recommend its re-approval by the Planning and Zoning Commission and City Council at your February Hearings.

The developers and attorneys for the Madison Project recently met with the Braddock Loft Home Owners to discuss the changes in the designs for the project. We are very very pleased with the changes and feel that the project should be approved immediately without any additional delay.

The Madison Developers have worked tirelessly to address *any* concerns that we have had over the past several years and have developed a project that will greatly improve the area. They have also worked very hard to meet the City's demands and remained flexible with respect to last minute requests and recommendations.

After many years of participating in planning meetings, we are enthusiastic about the positive changes in the Braddock metro area that are occurring. Now that the developers are able to move forward, we sincerely hope they will not be met with further delays imposed by the City. If there is any doubt that this project will be approved, please contact us to discuss the issues. We are very excited to see the area finally changing for the better after all of these years of volunteer work and we do not want the process to delay this project any longer.

Thank you so much for your years of dedication to the Braddock Road Neighborhood. We all love our neighborhood and appreciate all of the support that each of you have given us.

Thank you,

*Salena Zellers and Michelle Saylor*

**Braddock Lofts Home Owner's Association**

**Michelle Saylor, President; 202 222 8497**

**Salena Zellers, Vice President; 703 980 2047**

**Roger Woods, Treasurer**

**Ed Landgrover, Secretary**

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2010-0028

PROJECT NAME: THE MADISON

PROPERTY LOCATION: 800 North Henry Street, Alexandria, Virginia

TAX MAP REFERENCE: 54.01 03 06 ZONE: CRMU- H

APPLICANT NAME: EQR – Madison & Henry, LLC, a Delaware limited liability company

ADDRESS: 2 North Riverside Plaza Suite 400  
Chicago, Il 60606

PROPERTY OWNER NAME: EQR – Madison & Henry, LLC, a Delaware limited liability company

ADDRESS: 2 North Riverside Plaza Suite 400  
Chicago, Il 60606

SUMMARY OF PROPOSAL: Amendment to Development Special Use Permit Final Site Plan #2007-0005.

MODIFICATIONS REQUESTED: NONE.

Sup's REQUESTED: SEE ATTACHED.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

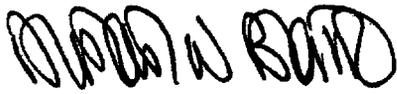
THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Land, Clark, Carroll, Mendelson & Blair, P.C.

Duncan W. Blair, Esquire

Print Name of Applicant or Agent



Signature

524 King Street

(703) 836-1000

(703) 549-3335

dlbair@landclark.com

Mailing/Street Address

Telephone #

Fax #

E-mail:

Alexandria, Virginia 22314

December 16, 2010

City and State

Zip Code

===== DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY =====

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

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

Fee Paid & Date: \$ \_\_\_\_\_

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

Legal Advertisement: \_\_\_\_\_

Property Placard: \_\_\_\_\_

ACTION - PLANNING COMMISSION: Recommended Approval 6-0

ACTION - CITY COUNCIL: 2/12/11 - CC approved PC recommendation 7-0

2/1/11

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