

Docket Item #5

**Development Special Use Permit #2011-0024
Braddock Metro Place - 1261 Madison Street**

Application	General Data	
Project Name: Braddock Metro Place	PC Hearing:	April 3, 2012
	CC Hearing:	April 14, 2012
	If approved, DSUP Expiration:	April 14, 2015
	Plan Acreage:	1.12 Acres (48,642 SF)
Location: 1261 Madison Street	Zone:	CRMU-H
	Proposed Use:	Multi-Family Residential
	Dwelling Units:	165 (Option A) 141 (Option B)
Applicant: Braddock Metro Place Investors, LLC, represented by Mary Catherine Gibbs	Small Area Plan:	Braddock Metro
	Historic District:	NA
	Green Building:	Compliance with the City's Green Building Policy

- Special Use Permits and Modifications Requested:**
1. Development special use permit, with site plan, to construct a multi-family residential building with underground parking;
 2. Special use permit to increase the floor area ratio to 2.5;
 3. Special use permit for a parking reduction;
 4. Modification for relationship of height to street centerline setback per section 6-403(A);
 5. Special use permit to increase the building height pursuant to section 7-700 (Option A).

Staff Recommendation: APPROVAL OF OPTION B WITH CONDITIONS

Staff Reviewers:
Dirk H. Geratz, AICP; dirk.geratz@alexandriava.gov
Jessica McVary, AICP, LEED AP; jessica.mcvary@alexandriava.gov

PLANNING COMMISSION ACTION, APRIL 3, 2012: On a motion by Mr. Jennings, seconded by Mr. Robinson, the Planning Commission voted to recommend approval of Option A in DSUP#2011-0024 subject to compliance with all applicable codes, ordinances and conditions, with amendments to conditions #17, #36 and #105, and addition of new conditions #6A, #20A, #24A, #72A, #77A and #88A. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission determined that the use of Zoning Ordinance Section 7-700 in Option A was appropriate in this location and consistent with the goal in the Braddock Metro Neighborhood Plan of promoting mixed-income housing. They supported the increase in height to 99 feet with the provision of ten affordable housing units, to remain affordable for a period of 40 years, and felt that this height was appropriate for this location. The Planning Commission

further noted that Option A provided transitions in height to the adjacent properties which mitigated the impact of the increased height.

Speakers:

Harry P. Hart, attorney for the applicant, spoke in support of Option A within the application and introduced the design team.

Greg Leisch, of the Delta Group, spoke on behalf of the applicant and presented the findings of an economic analysis which was completed to determine the economic impact of apartment buildings on the property values of residential neighborhoods.

Charles “Tony” Gee, 830 Oronoco Street, spoke in support of Option A within the application and indicated that the proposal would be an enhancement to the City.

Karleen Hagan, 1200 Braddock Place, spoke in opposition of both Options A and B, and expressed concerns with the size of the development proposed, the quantity of new residential rental units within the area, the availability of parking and the anticipated traffic impacts. Ms. Hagan expressed support for maintaining the property as open space, but clarified she is not against development on the site, but does not support Options A and B.

Jessica Sacksteder, 1200 Braddock Place, spoke in opposition of both Options A and B and expressed concern with the consistency of the application to the Braddock Metro Neighborhood Plan. Ms. Sacksteder expressed preference for the office / park designation identified in the Plan.

William J. Bradford, 1200 Braddock Place, President of the Braddock Place Condominium Association, spoke in opposition of both Options A and B and expressed concerns with the availability of parking in the neighborhood and the loss of open space.

Ken Howard, a crime prevention specialist, spoke on behalf of the applicant and presented the findings of a crime prevention study prepared for the proposed development.

Jonathan Rak, an attorney representing Washington Real Estate Investment Trust (WRIT), the owner of the Braddock Place Office buildings, indicated that WRIT had concerns with application, but worked with the applicant to revise the development special use permit conditions recommended by staff.

Robert Maslar, 1239 Madison Street, spoke in opposition of both Options A and B and expressed concerns with the potential of property damage due to the proximity of construction. Mr. Maslar further indicated that the existing parcel serves as a meeting space for adjacent residents and believed that the parcel should be developed as a park.

Mike Caison, spoke on behalf of the Affordable Housing Advisory Committee and expressed support for Option A due to the opportunity to provide affordable housing units in the neighborhood.

Nancy Hughes, 1253 Madison Street, spoke in opposition to both Options A and B due to the scale of the development proposed. Ms. Hughes expressed her preference for the development of a park on this parcel, but also indicated she would be amenable to smaller-scale residential units on the site.

Glenn Hopkins, spoke on behalf of Hopkins House, and expressed his support for Option A as it offers an opportunity to retain the neighborhood's cultural mix through the provision of ten on-site affordable housing units, which are in close proximity to Metro and in a walkable community.

David Kirk, a manager of a Limited Liability Corporation which owns property adjacent to the site, spoke in opposition to both Options A and B and expressed concern with the potential collateral damage from the construction of the proposed underground parking garage and building. Mr. Kirk also expressed concern with the proposed height in Option A and the inconsistency with the recommendations of the Braddock Metro Neighborhood Plan.

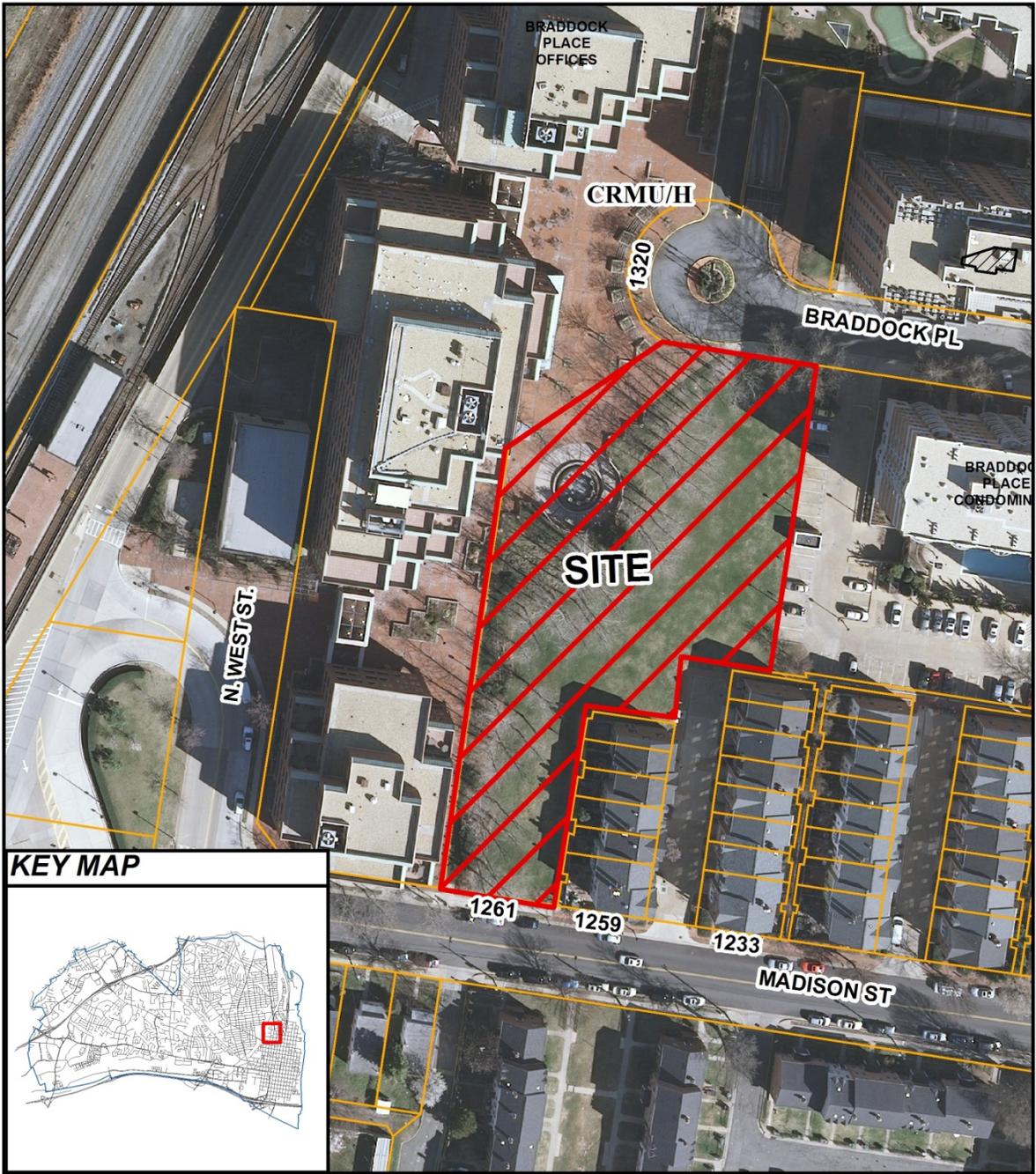
Michelle Saylor, spoke on behalf of the Braddock Lofts Homeowners Association, and expressed support for Option A. Ms. Saylor indicated that the height bonus with affordable housing is consistent with the concept of the Braddock Metro Neighborhood Plan; that Option A provides a better architectural design; and the 10,000 square foot park is an amenity for the neighborhood.

Salena Zellers, spoke on behalf of the Braddock Lofts Homeowners Association, and expressed support for Option A. Ms. Zellers stated that the Braddock Metro Neighborhood planning process identified the Post Office block as the appropriate site for the park and specified that the subject site was identified as a third potential site, after a portion of the Andrew Adkins site. Ms. Zellers believed that Option A provides a greater transition to the adjacent townhouses.

Agnes Artemel, spoke on behalf of the applicant, and expressed support for Option A due to the opportunity to provide affordable housing in close proximity to the Metro.

Dianne Saenz, 1200 Braddock Place, spoke in opposition of both Options A and B and expressed concerns with the size of the proposed development, the incompatibility with the community and the height. Ms. Saenz also expressed concern with the limited sun exposure which would result from the building, the increase in traffic and air pollution, as well as the environmental and economic impacts.

Engin Artemel, spoke on behalf of the applicant, and expressed support for Option A. Mr. Artemel indicated that this site is an appropriate site for density and height due to the proximity to the Metro and believed that Option A provides appropriate transitions to the adjacent townhomes.



KEY MAP



DSUP #2011-0024

4/3/2012



I. SUMMARY

A. General Project Description and Summary of Issues

The applicant, Braddock Metro Place Investors, LLC, requests approval of a development special use permit, with site plan, to construct a multi-family residential building with below-grade parking and a publicly accessible open space. The applicant proposes two options within the development special use permit application, Options A and B. With Option A, the applicant proposes to utilize the height bonus provision of Zoning Ordinance Section 7-700 and construct 165 residential units within a ten-story (99-foot) building. With Option B, the applicant proposes to construct 141 residential units within an eight-story building and comply with the 77-foot height limit established in the Braddock Metro Neighborhood Plan. To construct Option A or Option B, the applicant requests approval of the following:

- Development special use permit, with site plan, to construct a multi-family residential building with underground parking;
- Special use permit to increase the floor area ratio from 1.25 to 2.5 for Option A and to 2.27 for Option B;
- Special use permit for a parking reduction;
- Modification for allowable height to street centerline distance per section 6-403(A); and
- For Option A, the applicant also requests approval of a special use permit to increase the building height to 99-feet pursuant to section 7-700.

Key issues, which were considered with this application and are discussed in greater detail in the staff analysis, include the following:

- Consistency with the City's approved plans and policies, including the Braddock Metro Neighborhood Plan;
- Compatibility with adjacent neighborhood character;
- Public benefits, including affordable housing, creation of publicly accessible open space, and contributions to the streetscape amenity and open space funds;
- Balancing the need to provide adequate parking with the goal of reducing dependency on the automobile;
- Public safety considerations of the future park and pedestrian plaza; and
- Impacts on adjoining properties during construction.

B. Recommendation

Staff recommends approval of the Option B development special use permit, with site plan, to construct 141 multi-family residential units on the last remaining vacant parcel of the Braddock Place development, subject to compliance with the staff recommendations.

C. Rationale for Recommendation of Option B

While there are pros and cons to both options and a variety of valid public policies that must be balanced, staff finds that Option B adheres more closely to the goals and recommendations of the Braddock Metro Neighborhood Plan. The three primary differences between Option A and Option B can be summarized in terms of height and neighborhood compatibility; parking; and affordable housing, as summarized in the following paragraphs and discussed in greater detail in the staff analysis of the report.

Height and Neighborhood Compatibility

With regard to height, Option A is 99 feet (ten floors) at the highest part of the building. The portion of the building closest to the townhouses is four floors (approximately 45 feet in height), with two deep step-backs, one that steps back at the fifth floor and another that steps back at the eighth floor, before reaching the full ten floors. The deep step-back closest to the townhouses does create a more compatible edge between the adjoining parcels; however, the height of 99 feet creates more bulk overall and is less appropriate in the context of the overall neighborhood height strategy approved in the Braddock Plan.

Option B is 77 feet (eight floors) at the highest part of the building. The portion of the building closest to the townhouses is six floors (approximately 58 feet in height), and has one deep step-back that steps back at the seventh floor, before reaching its ultimate height of 77 feet. There is also a shallow reveal of 18 inches at the 42 foot level. It will provide additional compatibility with the townhouses, but, it will not be as perceptible as the 33-foot deep step back proposed in Option A. The 77-foot height for Option B is stated as the maximum height in the Braddock Metro Neighborhood Plan, and is more compatible with the overall neighborhood height strategy. This strategy ensures transitions in scale between the two and three-story fabric of much of the Braddock Metro neighborhood, the mid-rise buildings nearest to the Metro, and the taller buildings in the areas to the north.

Parking

With regard to parking, both alternatives propose a parking ratio of 0.9 spaces per unit. However, even with this reduced ratio, Option A cannot provide all of its resident and visitor parking on-site and underground; 21 visitor spaces would have to be located off-site. Option B provides all resident and visitor parking on-site in two levels of below-grade parking. Staff supports the reduced parking ratio because of the site's close proximity to Metro; however, staff believes it is more straightforward and preferable to provide all of the parking on-site. Thus, Option B is better from a parking standpoint.

Affordable Housing

With regard to affordable housing, Option A provides ten units of affordable housing within the building in exchange for bonus height under Section 7-700. Option B provides only the voluntary contribution, for a much lesser value. The affordable units provided in Option A do

meet the Braddock Plan's policy of encouraging construction of mixed income housing by providing an affordable housing type that serves people with incomes between public housing and market-rate housing. However, it should also be noted that there is a uniquely high density (currently 305 units) of public housing in the Braddock area and, while the Plan calls for these units to be redeveloped, it is anticipated that the redevelopment will include at least the same number of public housing units.

Although staff appreciates the benefits of implementing Section 7-700, in this specific case and in this specific location, staff believes that public benefit of lower height that is compatible with the overall height strategy for the area outweighs the provision of ten units of affordable housing.

II. BACKGROUND

A. Site Context and History

The site is located within the Braddock Place development, approximately 500 feet east of the Braddock Road Metro Station. The Braddock Place development occupies 7.5 acres and was the former site of the Parker-Gray school, which was declared surplus by Alexandria City Public Schools and returned to the City in 1979. Due to the proximity of the site to the Braddock Road Metro station, the City Council voted to offer the site for private purchase and redevelopment. The City selected Braddock Metro Joint Venture as the purchaser in 1981 and entered into a contract for purchase, under the CO (Commercial Office) zone, in accordance with a phased development plan. Several land use approvals and zoning changes followed, as discussed in greater detail in Attachment A, all of which were administered through a contract amended with each approval.

The site, which is the subject of the current application, is the only remaining vacant parcel within the Braddock Place development. As it is the last undeveloped parcel within the planned development, the site is an odd shaped parcel and 1.12 acres in size. The site has frontage on Madison Street and Braddock Place and borders the Braddock Place office plaza to the west and the Braddock Place Townhomes and Condominiums to the east.

B. Procedural Background

In 2002, Madison Street, LLC submitted an application to construct a nine-story, 122-unit residential condominium building on the site. The applicant requested approval of a special use permit to increase the FAR from 1.25 to 2.5 and an increase in height of 10 feet (to 87 feet), in exchange for seven on-site affordable units. While staff believed that proposal presented an opportunity to provide a residential use with ground-level open space, underground parking and affordable housing near the Braddock Road Metro station, staff concluded that the proposal was incompatible with the character of the neighborhood and recommended that the project await the findings and guidelines anticipated in the Braddock Metro Neighborhood Plan.

Since then the Braddock Metro Neighborhood Plan was approved and recognized this site as a potential redevelopment site with a maximum FAR of 2.5 and a maximum height of 77 feet. The Plan considered retaining this parcel as a park, but ultimately did not recommend this. Instead, the parcel was specifically noted as a redevelopment site.

C. Project Evolution

Braddock Metro Place Investors, LLC, submitted a concept plan for staff review in the summer of 2011. The concept plan proposed a 99-foot residential building with 168 units and two-levels of below-grade parking. Staff expressed concern with the building height, and indicated that the 77-foot height limit was consistent with the adjacent office and condominium buildings and the subject of lengthy discussions during the Braddock Metro Neighborhood Plan. Staff informed the applicant that any increase in height on this site would have to be strongly supported by the community, as building height was a contentious issue in the Braddock Metro Neighborhood Plan, and the limit of 77 feet ultimately prescribed in the Plan was a compromise supported by many community members.

The applicant approached staff and requested permission to submit a formal application with two options; a ten-story building, with a 22-foot height bonus pursuant to section 7-700 of the Zoning Ordinance and an eight-story building, in compliance with the Braddock Metro Neighborhood Plan. Staff agreed to process the application with both options.

D. Detailed Project Description

The applicant, Braddock Metro Place Investors, LLC, requests approval to construct a multi-family residential building on the last vacant parcel within the Braddock Place development. With this application, the applicant proposes to either construct 165 residential units within a ten-story building (Option A), or construct 141 units within an eight-story building (Option B). With both options, the applicant proposes a mixture of unit types, including studio, one- and two-bedroom units as well as amenities such as an outdoor pool, exercise area and club room amenity space.

The existing pedestrian plaza, located between the site and the Braddock Place office buildings, serves as a primary pedestrian connection for residents northeast of the site. To activate this heavily traveled pedestrian route, the applicant proposes to locate the primary residential entrance, lobby and amenity space in the southwestern segment of the building. In addition to the primary residential entrance, the building also includes functional, ground-level entrances with exterior terraces which open on to the pedestrian plaza on the western portion of the site. A secondary residential entrance is proposed on Braddock Place, adjacent to an enclosed loading space and the below-grade garage entrance.

The garage, which is accessed from Braddock Place, includes two levels of below-grade parking. In Option A, the applicant proposes 151 parking spaces and in Option B the applicant proposes to eliminate four parking spaces to accommodate a small exercise room or alternative amenity area within the lower level of the garage. Therefore, only 147 spaces are provided in Option B.

The applicant requests approval of a parking reduction for both options, as discussed in greater detail in the staff analysis section of this report.

Consistent with the recommendations of the Braddock Metro Neighborhood Plan, a small publicly accessible park is proposed on the southern portion of the site, adjacent to Madison Street. The park is designed for passive use, with landscaped and lawn areas as well as seating, pedestrian-scale lighting and a public art element. Paths are proposed within the park, which extend from Madison Street and continue beyond the primary residential entrance to Braddock Place, along the western side of the site. A residential courtyard with seating areas and an outdoor pool are proposed east of the building, adjacent to the existing Braddock Place condominiums.

III. ZONING

As discussed in further detail in Attachment A, the site has a rather complex history of land use approvals and zoning changes, which were administered through a contract amended with each approval. The last zoning change occurred in 1992, when the site was rezoned from M-2 (Metro- Braddock Road Station Area) to CRMU-H (Commercial Residential Mixed-Use High) with the comprehensive updates to the City's Master Plan and Zoning Ordinance.

The purpose of the CRMU-H zone, as noted in section 5-300 of the Zoning Ordinance, is to promote a variety of land uses in close proximity to metro stations to "encourage the conservation of land resources, minimization of automobile travel, and the location of employment and retail centers in proximity to housing." As one of the City's mixed-use zones, the CRMU-H allows residential, retail and office as permitted uses. While the Braddock Metro Neighborhood Plan identifies office as the preferred use for the site, the proposed residential building is consistent with the purpose of encouraging a mixture of uses and will bring new residents to the Braddock neighborhood which in turn will strengthen the demand for both existing and new retail. The CRMU-H zone also promotes "the development of mixed use projects by allowing greater densities than would otherwise be permitted." Residential, commercial and institutional uses with a 1.25 floor area ratio (FAR) are permitted within the zone. With the approval of a special use permit, the FAR may be increased to 2.5.

With this application, the applicant requests approval of a special use permit to increase the FAR to 2.5 for Option A and 2.27 FAR for Option B. In addition, the applicant also requests special use permit approval under Zoning Ordinance Section 7-700, which allows an increase in height as a bonus for the provision of affordable units. In this case, the requested height bonus increases the height from 77 feet to 99 feet in Option A. As illustrated in the below table, the applicant also requests special use permit approval for a parking reduction for both options.

Address:	1261 Madison Street				
Total Site Area:	1.12 Acres (48,642 SF)				
Zone:	CRMU-H				
Current Use:	Vacant Land				
Proposed Use:	Multifamily Residential				
	Permitted/Required			Proposed	
				Option A	Option B
FAR	1.25; 2.5 w/ SUP			2.5*	2.27*
Height	77 Feet			99 Feet*	77 Feet
Open Space					
Ground Level	--			21,203 SF (44%)	20,800 SF (43%)
Roof-Top	--			2,498 SF (5%)	--
Total	19,457 SF (40%)			23,701 SF (49%)	20,800 SF (43%)
Parking					
	<i>Zoning Ordinance Requirements</i>		<i>Braddock Plan Recommendations</i>		
	Option A	Option B	Option A	Option B	
Residential	226	196	165	141	149
Visitor	34	30	25	22	2 (with 21 off-site)
Total	260	226	190	163	151* 147*
Loading spaces	0			1	

**Request for special use permit approval*

Section 11-410 of the Zoning Ordinance identifies several criteria to consider when reviewing development site plans and special use permits. Staff referred to these criteria during the preliminary review of this application and offers the following summary:

Section 11-410(A) and (B) - The application shall comply with the provisions of this ordinance and all other ordinances of the City and of any other applicable laws and the site plan shall be in reasonable conformity with the master plan of the City.

While the Braddock Metro Neighborhood Plan (the Plan) establishes a maximum height of 77 feet on this site, section 7-700 of the Zoning Ordinance allows an increase in height as an incentive for the provision of affordable housing and specifically notes that the height may not be increased more than 25 feet beyond the height otherwise permitted. Therefore, although the master plan specifies a maximum height of 77 feet, section 7-700 allows for height which is greater than that permitted in the master plan.

The applicant's request, in Option A, is consistent with the requirements outlined in the Zoning Ordinance, as the applicant proposes a building height of 99 feet and has agreed to provide ten affordable rental units. However, this application, as with all applications which request

additional density or height through section 7-700 is a discretionary approval, which requires a special use permit. Approval of additional density, or as in this case, additional height, is based on whether or not it is appropriate to allow an increase in a particular location or circumstance.

Both Options A and B are in reasonable conformance with the City's Master Plan, specifically with the Braddock Metro Neighborhood Plan chapter, as discussed in greater detail in the staff analysis section of this report. However, a primary goal of the master plan, which is reiterated in the Braddock Metro Neighborhood Plan, is ensuring that new development is compatible in height, mass and scale with the adjacent residential neighborhood. This goal is codified in section 11-410(F), which states: "*adequate provision shall be made to ensure the compatibility of the proposed development, including mass, scale, site layout and site design with the character of the surrounding property and the neighborhood.*" As discussed in greater detail in the staff analysis section of this report, height is a significant issue in this case. For both Options A and B, the applicant proposes to incorporate step-backs in height to transition from the lower-scale height of the Braddock Place Townhomes to the taller heights located north and west of the site.

IV. STAFF ANALYSIS

A. Consistency with the Braddock Metro Neighborhood Plan

The Braddock Metro Neighborhood Plan (the Plan), approved by City Council in March 2008, is a guiding document for the redevelopment of sites within the Braddock Metro neighborhood. The Plan identifies several principles, which establish a framework and represent the community's vision for the future of the neighborhood. These principles include creating safe, walkable streets; establishing usable open spaces; promoting mixed-income housing; achieving transitional heights and scale with new development and fostering a sense of place within the neighborhood. The following paragraphs discuss how the proposed project, both Option A and Option B, comply with the guidelines of the Plan.

Establish community-serving open space

The Plan identifies the subject property as a development site within the Braddock Metro neighborhood, but during the planning process, the site was identified as a potential site for a park. While the Plan considered the site as a candidate for a park, it identifies the block bordered by Wythe, Henry, Fayette and Pendleton Streets as the preferred park location. Since the Plan's adoption, the City has acquired land on this block to begin the assemblage necessary to create a public park. To balance the existing building entitlements of the site with the need to create open spaces which facilitate community interaction and establish a sense of place, the Plan ultimately recommends that the portion of the site located adjacent to Madison Street be preserved as a small public park, while the remainder of the property is developed.

In both Option A and Option B, an open space consistent with the recommendations of the Plan is proposed. As discussed in further detail in the open space section of this report, the open space is approximately 10,000 square feet and is designed as a passive park, with pedestrian paths, an oval-shaped lawn, landscaping, pedestrian-scale lighting and seating areas. The

applicant has also agreed to integrate a public art feature into the park. Staff believes that the proposed park provides a location for residents to gather and serves as an amenity for the adjacent neighbors and other residents.

Manage multi-modal transportation and parking

The Plan also discusses the need to manage multimodal transportation within the neighborhood and recommends several strategies to reduce vehicular traffic, including a reduced parking ratio for properties located within 2,000 feet of the Metro station. In multi-family residential buildings, the Plan recommends reducing the minimum parking requirement for units with fewer than three bedrooms to one parking space per unit and an additional 15 percent of the required parking supply for visitor parking. The Plan notes that a reduction of five spaces for each on-site car-sharing spot is permitted to further encourage an alternative to single occupancy vehicles.

The subject site is located approximately 500 feet east of the Braddock Road Metro station and is therefore considered an appropriate location, pursuant to the recommendations of the Plan, to consider a reduced parking ratio. As discussed in further detail in the parking section of this report, staff recommends that the applicant provide parking at a ratio of 0.9 spaces per unit and 15 percent visitor parking, which differs slightly from the ratio of 1 recommended by the Plan, but which is consistent with the parking ratios recently approved for the Braddock Gateway Coordinated Development District, located north of the site. During the review of the Braddock Gateway project, a parking study performed by Gorove / Slade Associates demonstrated that a parking ratio of 0.9 spaces per unit is consistent with similar residential high rise buildings in the area.

Provide walkable neighborhoods

To encourage alternatives to single-occupancy vehicles and foster a sense of place within the Braddock Metro Neighborhood, the Plan also recommends the creation of an optimal walking environment. To create a safe, walkable neighborhood, the Plan encourages new development to provide a minimum sidewalk width of 14 feet on primary walking streets, identified as West, Fayette, Madison and Wythe Streets. As the site is located on a principle walking street, the applicant has provided a 10-foot wide sidewalk with a 4-foot landscape strip adjacent to the curb. Currently, the distance from the property line to the curb is approximately 12 feet. In order to accommodate the 14-foot pedestrian streetscape, which includes a 4-foot landscape strip adjacent to the curb and a 10-foot sidewalk adjacent to the landscape strip, the applicant has agreed to dedicate approximately two feet of right-of-way along Madison Street.

As noted previously, the pedestrian plaza located between the site and the Braddock Place office buildings, serves as a primary pedestrian connection between the Metro station and residential neighborhoods northeast of the site. The Plan identifies the pedestrian plaza as a potential walking route for future residents of the Braddock Gateway Coordinated Development, and offers a potential connection from the Potomac Yard Park to the Braddock Road Metro station. Due to the significance of this pedestrian plaza, staff has worked with the applicant to ensure that

the paving materials and other elements of the proposed plaza in front of the new building will coordinate with the elements of the existing plaza to create a cohesive space.

Achieve varying and transitional heights

A primary principle of the Plan, which is considered in development applications throughout the City, is to ensure that the height and scale of new development reflects the existing neighborhood character and provides appropriate transitions in height. The Plan discusses a very detailed neighborhood height strategy that emphasizes a moderate level of increased density and height adjacent to the Braddock Road Metro Station, and encourages heights to step down from the Metro station to the Parker-Gray neighborhood, located east of the site. The Plan establishes a maximum height of 77 feet for this site, as a transition from the taller buildings located north of the site, to the Braddock Place Townhomes and the mid-rise development anticipated for the Andrew Adkins site.

As discussed in greater detail in the building design section of the staff report, the applicant proposes to step the building down, in both Option A and Option B, at the southeastern corner of the building to provide a height that reduces the impact on the Braddock Place Townhomes. To further reduce the scale of the building, the applicant has included variation in the façade through bay elements and balconies, as well as a clearly expressed building hierarchy with a base, middle and top.

B. Zoning Ordinance Section 7-700 and Affordable Housing

Per the City's housing policy, developers are asked to make a voluntary contribution to the City's Housing Trust Fund as part of the development process. For both proposed options, the applicant has agreed to comply with the City's voluntary contribution guidelines. In addition to the voluntary contribution, the applicant has requested to use Section 7-700 of the City's Zoning Ordinance which allows additional density/height in exchange for onsite affordable housing units in Option A. The current zoning of this site will allow the density needed to construct the building proposed under Option A, but the proposed height of the building would exceed what is allowed under the Braddock Metro Neighborhood Plan. Therefore, the applicant has requested the use of Section 7-700 in order to increase the maximum height of the building from 77 feet to 99 feet.

The applicant has submitted an affordable housing plan that will provide ten (10) affordable set-aside rental units within Option A. The bonus height allowed by Section 7-700 accounts for eight (8) of the set aside units while an additional two (2) units would be provided in lieu of the voluntary cash contribution. The applicant's affordable housing plan consists of one efficiency, five one-bedroom, and four two-bedroom units that will have affordable rents for a period of 30 years. The rents for the set-aside units will be the lesser of the rents allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income or the maximum rents established for Section 8 and Housing Voucher Programs. Under Option B, the applicant has offered to make a

voluntary contribution of approximately \$375,000 which is consistent with the guidelines established by the City's voluntary contribution formula.

The affordable housing distribution analysis that was completed as part of the Housing Master Plan showed limited affordable rental opportunities in the Braddock Metro Plan Area outside of Resolution 830 units. This project would create set-aside affordable rental units that serve households at 60% of area median income (AMI) which equates to a maximum annual income of approximately \$58,000 for a family of three. Therefore, the ten affordable units would be affordable to individuals and families that do not have the income to afford market rate units in this neighborhood, but are of a higher income than those typically served by Resolution 830 units. Due to the proximity to the metro, these units would also provide affordable rental units in a transit rich neighborhood that is experiencing substantial redevelopment.

The value of the affordable housing plan proposed by the applicant exceeds the value of the monetary contribution offered for option B. Based on a conservative analysis of the difference in the proposed market rate rents for this building and the current affordable rents in this building the value of the applicant's proposed affordable housing is approximately \$2,250,000 which exceeds the option B contribution by \$1,875,000. The City's Affordable Housing Advisory Committee (AHAC) supported the applicant's affordable housing plan and recommended the City support Option A.

C. Open Space

A total of 40% of the land area is required to be maintained as open space pursuant to the CRMU-H zone. For both Option A and Option B the total open space will exceed this 40% with Option A providing a total of 48.73% (includes 5% in roof top terraces) and 42.76% for Option B. In both options more than 42% of the open space is located at ground level, much of it in the form of a publicly accessible park fronting Madison Street.

During the drafting of the Braddock Metro Neighborhood Plan (the Plan) the subject site was one of four identified as a potential site for a future public park. Ultimately, the Plan recommended the creation of a one acre park at the site of the Braddock Post Office located on the block bounded by Henry, Fayette, Wythe and Pendleton Streets, because of its more central location and overall larger size. The City recently closed on the purchase of 600 N Henry Street, which includes part of the one acre future park site.

The proposed ground level open space is divided into three distinct areas: a publicly accessible park, pedestrian plaza space and a residents' only pool amenity space.

Park

The Braddock Metro Neighborhood Plan suggests that one of the uses appropriate for the subject property is a park. Staff has worked with the applicant to ensure that the area of the site fronting Madison Street remain undeveloped and designed as a public park space. Thus this leg of the property is designed as a park for passive recreation with curvilinear walkways framing a central

open lawn and a public art element anchoring the northern end of the lawn. Extensive planting of trees and shrubs are proposed on the eastern and western boundaries of the park. Public access easements will allow neighborhood residents and other members of the public to use the park amenity.

Pedestrian Plaza

Connecting the park, discussed above, to Braddock Place along the western side of the new building is an expanded plaza space. This plaza space is designed to be a seamless extension of the existing plaza area that is associated with the adjoining office complex. The plaza serves several purposes, including: the improvement and expansion of a well-used pedestrian walkway, which provides access from the adjoining office and residential buildings to the Braddock Road Metro station; the creation of a publicly accessible urban amenity with a new fountain, pergola and brick pavement; and finally, provides emergency vehicle access to the proposed building. The portion of the plaza designated as an emergency vehicle access is not included in the 42% plus open space pursuant to the Zoning Code.

Pool Amenity

In addition to a swimming pool and pool deck areas, this open space proposes to include an outdoor kitchen area with a grill, sink and preparation area. Seating areas with tables and chairs and extensive landscape planting are also part of this amenity space. This area will be for tenants of the building only and will be fenced with the primary access from the main building lobby.

D. Pedestrian and Streetscape Improvements

This project is very pedestrian oriented with the main lobby fronting onto the pedestrian plaza connecting the Braddock Place and future Braddock Gateway communities to the Metro station. As a heavily traveled pedestrian route, the applicant proposes to enhance this walkway with a more direct pathway which will be paved in brick to seamlessly blend with the existing plaza. This path will have pedestrian scaled lights for added security and landscaping between the new building and the walkway to improve the aesthetics.

Other improvements include paved connections between the walkway and Madison Street through a new publicly accessible park which does not exist to the same extent today. This will improve pedestrian access to Madison Street and the bus stop located at the Madison Street frontage. The sidewalk fronting Madison Street will also be replaced and enlarged to meet the minimum requirement of a 10-foot wide sidewalk. Four street trees within a four foot wide continuous planting strip is also planned and will conform to the Braddock Metro Neighborhood Plan's streetscape improvement recommendations. The streetscape along Braddock Place will remain essentially unchanged with the current brick sidewalk replaced or repaired as necessary as part of the building construction. Two street trees at this frontage will require removal for vehicular access to the new building. These trees will either be replaced elsewhere on this site or otherwise mitigated for with a financial contribution to the Living Landscape Fund.

E. Parking

The Zoning Ordinance requires 226 residential spaces for Option A and 196 residential spaces for Option B. In addition to the residential parking requirement, the City typically requires an additional 15 percent of the required parking supply be provided for residential visitor parking. In this case, at total of 260 parking spaces (226 residential plus 34 visitor) are required for Option A and 226 parking spaces (196 residential plus 30 visitor) are required for Option B.

The Braddock Metro Neighborhood Plan recommended a reduced parking ratio for properties located within 2,000 feet of the Metro Station. For multi-family residential buildings, the Plan recommends reducing the minimum parking requirement for units with fewer than three bedrooms to one parking space per unit and an additional 15 percent of the required parking supply for visitor parking. The Plan notes that a reduction of five spaces for each on-site car-sharing spot is permitted to further encourage an alternative to single occupancy vehicles.

With this application, the applicant proposes to provide parking within two levels of below-grade parking, accessed from Braddock Place. In Option A, the applicant proposes 151 parking spaces and in Option B the applicant proposes to eliminate four parking spaces to accommodate an amenity area within the lower level of the garage. Therefore, only 147 spaces are provided in Option B. The applicant requests approval of a parking reduction with both options.

Gorove / Slade Associates prepared a parking study, dated February 23, 2012 to justify the proposed reduction in parking. The study included data on the parking supply and demand for eight residential buildings in comparable locations to the Braddock Metro Place site. Each of the residential buildings identified were located in urban, walkable neighborhoods near transit. The average parking supply for seven of the residential buildings was 1.13 parking spaces per dwelling unit, but the parking demand observed was 0.95 spaces per dwelling unit. (One of the eight residential buildings originally identified as a comparable was excluded from the averages due to a discrepancy in the data.) The study then identified three residential buildings as the most comparable to the site: the Meridian at Carlyle, the Meridian at Braddock Place and the Royalton, and determined that the average parking demand ratio was 0.9. The study concluded that while the residential parking proposed does not meet the recommendations of the Braddock Metro Neighborhood Plan, the parking ratio is consistent with the actual parking demand of residential buildings in comparable areas.

In reviewing the parking study and considering recent parking reduction approvals, staff supports a parking ratio of 0.9 spaces per residential unit and an additional 15 percent of the required parking supply for visitor parking for both options. The rationale is as follows: The subject site is located approximately 500 feet from the Braddock Road Metro Station and has convenient access to bus lines, bicycle and pedestrian trails and car-share vehicles. The applicant has agreed to contribute to the installation of a bike share station in the immediate vicinity of the project site, as part of the City's coordinated bike share program. Furthermore, the Braddock Gateway Coordinated Development District, further to the north, recently received approval of a parking reduction to reduce the parking requirement to 0.9 spaces per unit with an additional 15% visitor parking.

The applicant proposes to provide a parking ratio of 0.9 spaces per residential unit and 15 percent visitor parking. In Option A, the applicant proposes to accommodate visitor parking in a combination of on- and off-site spaces, while in Option B, the visitor parking is located entirely on-site. The following table outlines the parking ratios proposed by the applicant:

	Option A	Option B
	0.9 Spaces/Unit + 15% Visitor	0.9 Spaces/Unit + 15% Visitor
Residential Units	165 Units	141 Units
On-Site Parking Demand	149 Spaces (165 x 0.9) +23 Visitor Spaces 172 Spaces Needed	127 Spaces (141 x 0.9) +20 Visitor Spaces 147 Spaces Needed
On-Site Parking Supplied	151 Spaces	147 Spaces
Difference	-21 Spaces	0 Spaces
% Of Spaces Provided On-Site	88%	100%

Although staff believes that a parking ratio of 0.9 spaces per unit and 15 percent visitor parking will meet the parking demand for residents and visitors, staff is concerned that a specific agreement for the location of the off-site visitor parking spaces required in Option A has not been identified to date. The applicant has communicated with the property owner of the adjacent Braddock Place office buildings to secure visitor parking spaces, but an agreement has not yet been secured.

It is important to note that the original special use permit for the office buildings includes a condition which requires the property owner to “provide means of access or availability to on-site commercial surface and/or garage parking for residential users and/or visitors at market rates during non-standard office hours” (SIT83-0040). While this condition provides a point of commencement for shared parking in the office garage, staff believes that it is necessary for all required visitor spaces to be available at all times – not just during non-standard office hours. To address these concerns, staff has included recommendations for Option A which note that any off-site visitor parking shall be located off-street within 300 feet of the site and shall be leased for an initial minimum period of ten years, with annual subsequent leases. In addition, staff has included a recommendation which requires visitor parking be provided at all times.

F. Transportation Management Plan

Since December 2010 at the direction of Council, the City has begun the process of updating the Transportation Management Plan (TMP) program. The proposed program looks to greater cooperation with adjacent TMPs, makes triggers and fees more equitable, and ties funding of the TMP more closely to the achievement of the single occupancy vehicle (SOV) reduction goal for the site. Although a TMP is not required for this project under the current zoning ordinance, the City has requested a TMP due to the density of the project, the proximity to the Metrorail station, and the request for a reduction in parking spaces provided. A TMP would be required with the

new TMP Program update, and it is a condition of development to join the new TMP program when it is established.

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

The second highlight 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.

G. Building Design

The new building will be constructed of concrete and will meet the building standard for high-rise construction. The architectural design of the two building options are very similar and are intended to blend in with the adjoining and nearby buildings in the Braddock Place development. Thus, the proposed building options will be consistent with the contemporary design of the nearby buildings with masonry being the primary material for the exterior cladding. Of particular note are the large expanses of glass being proposed for most of the building facades. Floor to ceiling glass will be common for most of the units providing ample natural daylight and creating building facades with clean lines and few solid wall areas. Balconies, available to most of the units, assist in articulating the façade and breaking the building into smaller vertical components. For this project, two different brick colors are planned with the lower and upper floors using a lighter colored brick in an articulated pattern and a darker brick color with standard coursing for the middle floors. Windows, awnings, cornices, and brackets among other details will be metal and offer a contemporary accent to the brick.

The building has two pedestrian lobbies, both of which are suggested by the curved glass walls at two ends of the building. The primary pedestrian entrance will face the Braddock Road Metro station and open directly on the pedestrian plaza, which links the new building to the nearby Braddock Place office buildings and provides a direct route to the Metro station. Unique to this project is that the main lobby opens to a pedestrian only area supporting the close link to the Metro station as opposed to facing a street.

A smaller secondary pedestrian entrance will face the cul-de-sac of Braddock Place and will allow for a pedestrian drop off in front of the building. The only vehicular access to the building

will be immediately adjacent to this lobby. The vehicular entry will allow access to the below-grade parking garage, loading space and trash pick-up room.

The most significant difference between the design of the two building options is the way in which the building step backs are articulated and where the breaks take place between the two brick colors. Pursuant to the site plan requirements of Section 11-410 (discussed in more detail in the zoning analysis section) and the goals and recommendations of the Braddock Metro Neighborhood Plan, step backs are proposed at the southern end in both building options for the purpose of mitigating the impact of the proposed building heights on the adjoining properties, particularly the Braddock Place Townhome community.

Option A

Option A is proposed to be ten stories with a total height of 99 feet. At the southern end of the building, closest to the townhouses, the fifth floor and eighth floor step back. The step back at the fifth level ranges from a minimum of 30 feet to about 35 feet, 8 inches. At the eighth floor, the building steps back an additional 18 feet, 8 inches. The stepped back area at the fifth floor creates an outdoor terrace as an additional amenity space for future residents of the building which includes a metal trellis over a seating area. A community room at the fifth floor will open on to this terrace and provide access to it. The step back created at the eighth floor will only be accessible from the two dwelling units that adjoin the terrace. (See *Figures 4 and 6 for Option A*)

The step back proposed at the eighth level results in two design challenges. First, the stair tower at this end of the building becomes exposed on the facades of the ninth and tenth floors. The tower creates a windowless wall that projects into the terrace area by about nine feet exposing three sides of the tower. The stair tower extends beyond the height of the roof by eight feet fully exposing the tower. With most buildings approved in the City, stair towers, elevator shafts and mechanical penthouses which penetrate rooftops are imbedded in the building. This is not the case with Option A. The second issue resulting from the step backs is the noticeable reduction in the amount of fenestration as compared to the other facades. This is a result of the layout of the interior of the units and fire code regulations which limit the number of windows that can be located on the end of this façade. Staff has included two conditions that address these issues. The conditions require that the applicant work with City staff during final site plan review to revise the southern façade to add additional windows and other details to ensure that this façade does not appear as a rear or less complete façade. The second condition requires additional design work on improving the appearance of the exposed stair tower by adding additional glazing and/or exterior cladding to reduce the utilitarian appearance of the tower.

Option B

Option B is proposed to be an eight story building with a height of 77 feet. This height is consistent with the height required by the zoning ordinance pursuant to the designated height of this property in the Braddock Metro Neighborhood Plan. The original proposal for this option did not include any significant step backs and thus was not mitigating the impact of its height on the adjoining townhouses. After discussions with staff, the design was modified to have a

significant step back of just over 16 feet to a maximum of 22 feet at the seventh floor. In addition, a shallow 18-inch reveal is proposed to coincide with a cornice at the break created between the fourth and fifth floors. The goal of both the set back and the reveal is to improve the compatibility of this façade with the adjacent townhouses. The area created by the larger step back will not be designed as a terrace but could become a green roof. (*See Figures 5 and 6 for Option B*)

Since the step backs in Option B do not step back as far as they do in Option A, the stair tower remains imbedded in the building which allows for a more finished looking façade. There is more fenestration possible on the upper two floors which contributes to a better architectural solution to this façade.

H. Green Building and Sustainable Site Design

All buildings of this size are subject to the City's Green Building policy which stipulates that new buildings integrate green building and sustainability standards through a recognized certified green building organization. The applicant plans to conform to this policy by pursuing the base level of LEED Certification. Green building elements planned to meet this certification level include, among others yet to be determined, use of a white and/or green roof, optimizing energy performance, use of recycled and regionally produced building materials, water efficient landscaping and efficient storm-water design and quality control. Other criteria that will contribute to the buildings' certification, but which are not construction related, include proximity to alternative transportation such as bus and rail, use of green power energy credits as well as the possible participation with a car-share program.

I. Stormwater Detention and Outfall

The Braddock Metro Place development site lies within the Braddock-West watershed. This development site drains into the storm system within the Braddock –West intersection which experiences flooding during large rain storm events. As a means to mitigate potential flooding at the Braddock and West intersection, developments within the contributing watershed are required to provide an additional 10% storage of the pre-development flow to meet the detention requirement.

The Braddock Metro Place development will relocate an existing storm water vault which collects and detains the storm water runoff from the adjacent sites as well as the project site. As part of the development of this site a new storm water detention vault will be constructed within the southern portion of the site. This proposed storm water vault will be designed to control the flows from the subject site as well as those flows that were controlled by the existing storm water vault. This vault will be designed to provide the required 10% reduction in the pre-development runoff rate.

The construction of this site will be required to be phased in a manner that will ensure the uninterrupted collection and detention of runoff from this site as well as the adjacent sites to ensure the potential flooding within the Braddock-West intersection will not be exacerbated.

J. Modifications

As part of this proposal, the applicant is also requesting a waiver of the setback-to-height ratio requirements under Section 6-403(A) of the Zoning Ordinance, for both Option A and Option B. Section 6-403(A) states that the allowable height of a building at any point shall not exceed twice the distance from the face of the building to the centerline of the street facing such a building, in this case, Braddock Place. As proposed, the Option A building is 99 feet in height and is approximately twelve feet from the public right of way. Pursuant to the setback-to-height requirements of the Zoning Ordinance and the distance of the building face from the property line, the maximum height at the building face on Braddock Place should be 74 feet, with a step-back to the proposed 99-foot height. In Option B, the maximum height at the building face should also be 74 feet, with a step-back proposed to the 77-foot height.

In Option A, compliance with the setback-to-height ratio requires step-backs at the eighth and ninth floors, as well as the elimination of an architectural element, which offers some variation in the roof line and reduces the perceived mass of the building. In Option B, compliance with the ratio requires reducing the height of the architectural element approximately 6 feet.

As previously noted, the site is an odd-shaped parcel and the building's location is limited due to the site constraints, as well as the provision of the publicly accessible open space adjacent to Madison Street. In addition, the applicant has worked with staff to increase the distance between the proposed building and the adjacent Braddock Place Townhomes, reducing the building's footprint. For these reasons, staff supports a modification under this section of the Zoning Ordinance.

V. COMMUNITY

The applicant has organized community meetings, attended community meetings, and has met with adjacent residents throughout the review of this proposal. The applicant hosted the first community meeting for the project on October 19, 2011 and several residents of the adjacent Braddock Place Townhomes and Condominiums attended. Last fall, the applicant met with the Braddock Place Condominium Association, the Braddock Lofts Homeowners Association and the Alexandria Housing and Redevelopment Authority. The applicant hosted a second community meeting in February as well as attended a meeting of the West Old Town Civic Association. The applicant has also met with individual residents of the townhouses, the property manager of the Braddock Place condominium building, and Washington Real Estate Investment Trust - the owner of the adjacent office buildings.

As previously noted, the application was presented to the Affordable Housing Advisory Committee in early March. The Committee supported the applicant's affordable housing plan and recommended Option A be approved by the City.

Staff attended a meeting with the residents of the Braddock Place Townhomes and Braddock Place Condominiums on February 28th to discuss the proposal. These two communities about the

subject property and are located immediately to the east and south of the proposed development. While the residents recognize that the property owner has existing building entitlements, many residents expressed concern with the proposed application. Several residents summarized their concerns in written communication to the Planning Commission and staff. The concerns of expressed by the residents include:

- Elimination of a vacant lot and the Braddock Place Fountain, both of which are perceived as open space amenities;
- The public benefits associated with the proposal;
- Compliance with the recommendations of the Braddock Metro Neighborhood Plan, including the proposed height;
- Potential damage to adjacent properties due to construction;
- Traffic congestion and parking availability; and
- Safety concerns with the publicly accessible open space proposed on Madison Street.

Staff has included several recommendations, which aim to address and alleviate some of the community concerns.

Community Benefits

While the vacant lot does currently serve as a community gathering space, it is private property and therefore is available to the community at the discretion of the owner. In an effort to balance the property rights associated with this lot with the desire to establish a community-serving open space, staff has worked with the applicant to provide the publicly accessible open space adjacent to Madison Street, as recommended in the Braddock Metro Neighborhood Plan. Additionally, the applicant is proposing to enhance the existing pedestrian plaza between the site and the Braddock Place Office buildings.

In addition to the publicly accessible open space, staff has included recommendations requiring the applicant to work with the owner of the Braddock Place Office buildings to provide a new fountain or focal feature in the plaza. Staff has also included recommendations requiring contributions to the Braddock Neighborhood Open Space Fund and the Community Amenities Fund, which were established during the neighborhood planning process and designed to provide public benefits within the community. The applicant has also agreed to provide a contribution for the construction of a bike share station in the immediate vicinity of the site.

Construction Concerns

Neighboring residents have expressed concerns about potential damage to their properties during construction. Though infill development is a common occurrence in the City, this proposal does not include an entire block like other projects under construction nearby, but rather is being built on a confined site surrounded by other development. In particular, the proposed two level below-grade parking garage will directly abut the below-grade garage of the Braddock Condominium building to the east and will be in close proximity to the below-grade garage of

the Braddock Place office complex to the west (approximately 25 feet) and the foundations of the Braddock Townhomes to the south (approximately 15 feet).

As with each development project, the applicant is required, prior to approval of the final site plan, to adhere to a series of conditions related to project construction. These conditions include among others, a construction phasing plan, a construction management plan, safety precautions and neighborhood notification. Prior to the final approval of the construction plans, staff reviews the details of construction to ensure appropriate measures are taken to limit impacts to adjoining and nearby properties. These plans cover everything from the timeline for the issuance of all permits, to construction hauling route, and to location of construction staging areas.

A process known as sheeting and shoring will be used during the excavation process for the below-grade parking. Shoring is a support system for trench faces used to prevent movement of adjoining soil, underground utilities, roadways, and foundations. Shoring or shielding is used when the location or depth of the excavation makes sloping back to the maximum allowable slope impractical. Shoring systems consist of posts, wales, struts, and sheeting which create a vertical support wall at the perimeter of the excavated area. Sheeting refers to the material surface used as a covering to form the support around the edge of the excavation.

Staff is recommending several conditions to address the excavation and construction process. As with all construction projects the City requires that the applicant hold a meeting with adjoining property owners prior to commencement of construction to review the construction process and to identify a liaison between the applicant and the community to address any concerns during the entire construction process. A condition is also recommended that prohibits any sheeting and shoring to extend beyond the property line without prior written approval from the adjoining property. And finally, staff has included a condition requiring the applicant to comply with Chapter 33 of the Uniform Statewide Building Code, 2009 edition, which provides safeguards required during construction.

Consistent with this chapter of the Building Code, the applicant has offered to inspect and record the condition of all adjoining properties prior to construction so as to determine if any damage is created by the project during and shortly after the construction. Insurance held by the developer would cover the cost of any valid repair work from damage caused by the development process.

Traffic

A traffic study was conducted in conjunction with the Braddock Metro Neighborhood Plan (the Plan), which assumed 124 residential units would be built on the subject site. The applicant submitted a trip generation comparison that analyzed the differences between the currently proposed development plans and the original traffic study conducted with the Plan. Development Option A contains 41 additional residential units when compared to the Plan traffic study and Option B contains 17 additional residential units when compared to the Plan traffic study. The table below compares the unfactored trip generation numbers from the original Plan traffic study with development Option A and development Option B.

Unfactored Vehicle Trip Generation (Vehicles per Hour)

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Neighborhood Plan (124 Units)	13	51	64	56	30	86
Option A (165 Units)	17	68	85	70	38	108
Option B (141 Units)	15	58	73	63	33	96

Based on the unfactored vehicle trip generation numbers, Option A increases the total number of vehicle trips by approximately 20 trips in both the morning and afternoon peak hour when compared to the original traffic study analysis contained in the Plan. Option B increases the total number of vehicle trips by approximately 10 trips in both the morning and afternoon peak hour. The unfactored vehicle trip generation presents the worst case scenario and does not include reductions for alternative modes of transportation such as transit, walking, or bicycling.

As mentioned previously in the staff report, the development site is within 500 feet of the Braddock Road Metrorail station, which also serves as a major bus transfer point, and provides local and regional bus access. The applicant is contributing \$50,000 to install a bike share station within close proximity to the development site to encourage bicycle usage. The grid network of Old Town streets contributes to the walkability of the area immediately to the south and east of the development site.

Because of the convenience and accessibility of these alternative modes of transportation, the Braddock Metro Neighborhood Plan analyzed a scenario where a vehicle mode split reduction of 40% was assumed. A 40% mode split reduction is a reasonable assumption and may actually be conservative, as the Transportation Management Plan reduction goal is higher, with a 45% mode split reduction goal. The table below compares the trip generation between the original Plan traffic study with development Option A and development Option B using a 40% vehicle mode split reduction.

Vehicle Trip Generation (Vehicles per Hour) with 40% Vehicle Mode Split Reduction

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Neighborhood Plan (124 Units)	8	31	39	34	18	52
Option A (165 Units)	10	41	51	43	23	65
Option B (141 Units)	9	35	44	38	20	58

Based on the factored trip generation numbers in the table above, which will reflect the actual vehicle trip generation for the site, Option A increases the total number of vehicle trips by approximately 12 trips in both the morning and afternoon peak hour when compared to the original traffic study analysis contained in the Plan. Option B increases the total number of vehicle trips by approximately 5 trips in both the morning and afternoon peak hour.

In summary, the total number of trips generated by the development site is marginally higher for both Option A and Option B when compared to the original Plan traffic study. This increase is directly tied to the increase in the number of units in Option A and Option B when compared to the number of units originally assumed in the Plan traffic study. Overall, staff feels that the increase in peak hour trips of approximately 12 trips for Option A and 5 trips in Option B is a relatively minor increase in vehicle trips and feels both Option A and Option B will generate vehicular traffic demands that are similar to the traffic demands forecasted in the original Plan traffic study for this site.

Public Safety

Concerns about public safety in the park and the pedestrian walkway have been raised. Staff has reviewed these concerns and finds that the safety of these spaces will improve with the proposed development. In particular, pedestrian scaled lighting will be added to both the park and the walkway. A lighting plan will be required and reviewed by City staff prior to approval of the final site plan to ensure that adequate light levels are proposed. With the development of the new building the pedestrian traffic flow will be directed to the walkway as opposed to the current condition where pedestrians can walk off the pathway and through unmarked and unlighted areas with vegetation and trees. The new residential building will also create “eyes” on the street. In particular upper floor balconies and ground floor units with terraces are proposed along the entire side of the building facing the walkway creating a natural surveillance of the property versus the office buildings which empty out each night. Additionally, the applicant has agreed to a security guard or surveillance during the hours when the rental leasing office is closed.

VI. CONCLUSION

Staff recommends approval of the Option B development special use permit with site plan subject to compliance with all applicable codes, ordinances and the following staff recommendations and conditions.

VII. GRAPHICS



Figure 1: Rendered Site Plan



Figure 2: Perspective from Madison Street - Option A



Figure 3: Perspective from Madison Street - Option B

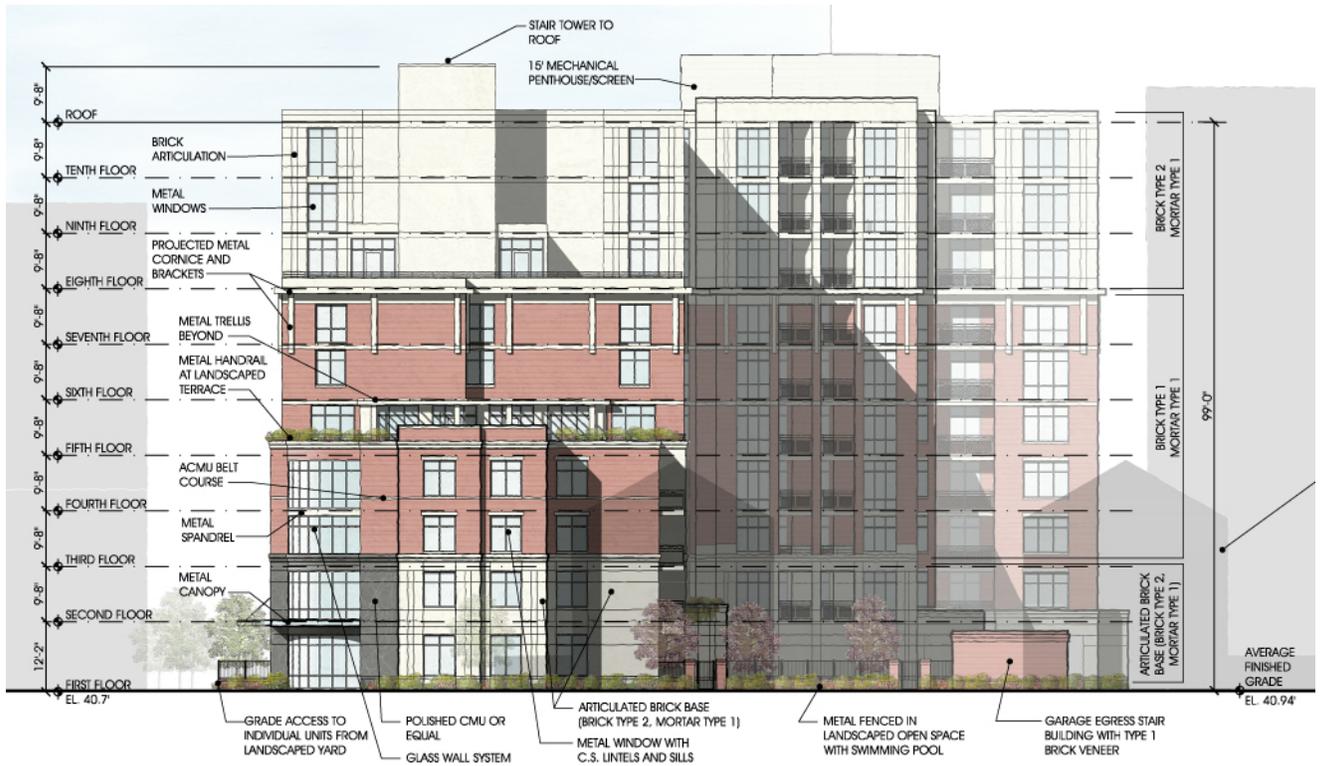


Figure 4: South Elevation - Option A



Figure 5: South Elevation - Option B



Figure 6: West Elevation Option B (left) and Option A (right)

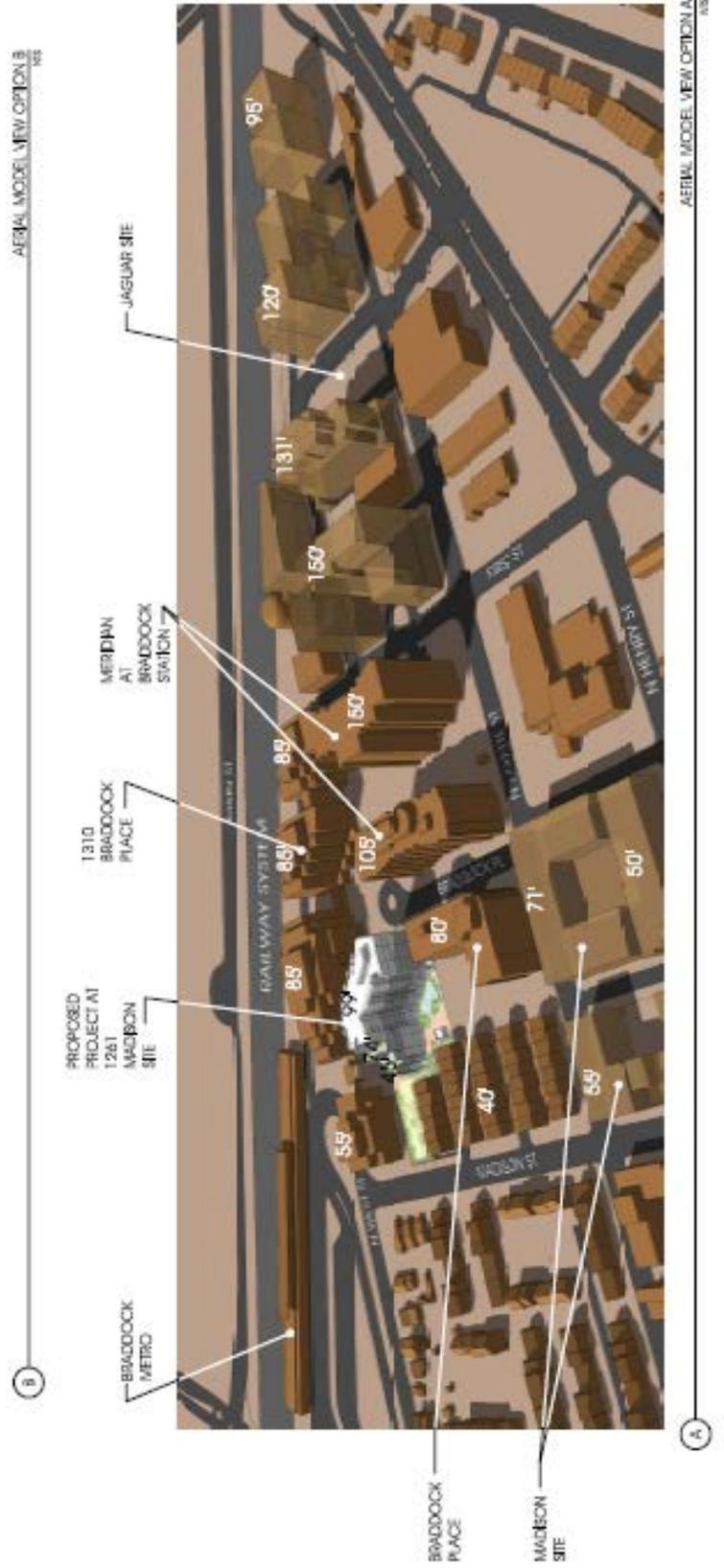


Figure 7: Aerial Model View – Option B (left) Option A (right)

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the Option A / Option B preliminary site plan dated February 24, 2012 and comply with the following conditions of approval.
2. Prior to release of the final site plan, the applicant shall file appropriate documentation in the Land Records for the City of Alexandria to terminate the contract dated June 17, 1992 recorded at deed book 1373, page 0856 in the Land Records to invalidate SUP #1871. (P&Z)
3. Prior to release of the final site plan, amend the Contract for Sale of the Parker Gray School Site executed on May 7, 1982, as amended to change the proposed development plan for this site from the 62,800 square-foot office building to 149,306 square-foot (Option A) residential building or 129,904 square-foot (Option B) residential building. (P&Z)

A. PEDESTRIAN/STREETSCAPE:

4. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. The sidewalk on Madison Street shall consist of a 10-foot wide unobstructed concrete sidewalk, with a 4-foot continuous planting strip adjacent to the curb. The right-of-way necessary to fulfill this improvement (approximately 2 feet in width) shall be dedicated to the City prior to release of the final site plan.
 - b. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - c. Construct all concrete sidewalks to City standards.
 - d. All brick sidewalks within the public right of way shall comply with the City's Memo to Industry 05-08.
 - e. Sidewalks shall be flush across all driveway crossings. (P&Z)(RP&CA)(T&ES)
5. A perpetual public access easement shall be provided for the park adjacent to Madison Street and the pedestrian plaza, which extends from Madison Street to Braddock Place. The easements shall be depicted on the easement plat and shall be approved prior to the release of the final site plan. * (P&Z)
6. Create an access and maintenance agreement with the adjoining Braddock Place Townhouse community for the existing brick sidewalks that encroach onto the subject property at 1261 Madison Street along the eastern and southern property boundaries. The deed book and page number and/or instrument number for the access agreement shall be provided prior to release of the final site plan. * (P&Z)

- 6A. **CONDITION ADDED BY PLANNING COMMISSION: Provide an access and maintenance agreement with owners of Braddock Place Office Development (“Braddock Place”) for use of adjacent private property connecting main building entrance to Metro Station prior to release of final site plan. (PC)**
7. Relocate the existing light pole on Madison Street to avoid conflict with the proposed street trees. (P&Z)
8. Provide the extent of the handrails for the ramp access to the park from Madison Street on the site plan and hardscape plans. (P&Z)
9. Develop a palette of hardscape elements in consultation with P&Z and T&ES staff to the satisfaction of the Directors of P&Z and T&ES.
- a. Provide the product and installation information for all proposed paving, including color, material finish, dimensions and associated installation details. Approval of all hardscape elements shall be to the satisfaction of the Director of P&Z.
 - b. Depict the extent of the existing brick sidewalk to remain on the eastern property boundary near the townhouses and the pedestrian pavers proposed.
 - c. The pedestrian plaza located on the western side of the site shall be coordinated with the existing plaza located west and north of the site. The pedestrian plaza shall include pavers which match the pattern of the existing plaza. The paving pattern at the transition between existing and proposed shall include an edge treatment (banding or soldier course) into which the two paving fields terminate. Provide a plan detail to illustrate the transition between the paver types. (P&Z)
10. Provide one street tree with a minimum 3.5” caliper on Braddock Place to replace the street trees removed with this proposal, or provide a monetary remuneration, as specified in the Landscape Guidelines. The monetary remuneration shall be to the satisfaction of the Director of RP&CA and provided prior to release of the final site plan. (P&Z)

B. PUBLIC ART:

11. Work with City staff to execute the inclusion of a public art element within the open space between the proposed building and Madison Street. A stand-alone piece should be considered that is unique and becomes a prominent feature of the site. The public art proposal shall be reviewed by the Public Art Committee prior to release of the final site plan and the applicant shall consider the Committee’s comments before making the final selection of the public art components. The art shall be fabricated and installed prior to the first certificate of occupancy for each phase, or prior to the first certificate of the final phase for elements shared between the buildings, to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Public Art Committee are available as a resource throughout the process. * ***(P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

12. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. A continuous tree trench shall be provided along Madison Street where there are street trees.
 - d. Provide detail, section and plan drawings of the landscape strip with street trees showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. The details shall include at a minimum:
 - i. Dimensioned section details both parallel and perpendicular to the street with accurately scaled rootball and underdrains.
 - ii. Structural support for the adjacent sidewalk (if required for soil volume requirements) shall not be provided by uncompacted growing medium.
 - iii. The tree rootballs shall be a minimum of 4 feet horizontal distance from all utilities.
 - e. All street trees shall have a minimum soil volume of 300 cubic feet. Provide an exhibit to verify the proposed trees meet the requirement.
 - f. Provide detail sections showing above and below grade conditions for plantings above a structure. All plantings above structure shall comply with the City of Alexandria Landscape Guidelines.
 - g. Provide a plan exhibit which demonstrates that compliance with the Landscape Guideline's requirement for both soil volume and planting media depth for all planting above structure.
 - h. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)
13. Provide the following modifications to the landscape plan and supporting drawings:
 - a. Amend the planting plans to coordinate the plant and tree locations with the alignment of paths in the park.
 - b. Remove the two Gleditsia which were added in the previous submission to the lawn area of the park and which block the clear vista between the street, park and building. Amend the crown coverage (CCA) calculations accordingly. If those trees were needed to meet the crown coverage requirement, identify an alternative site location in which to make-up the CCA.
 - c. Provide enhanced plan details for the handrail installations. The section for the handrail at the steps does not match the hardscape plan handrail. The handrail shall not extend into the right of way.

- d. Provide a typical section detail through the transition between the pedestrian paving and the reinforced grass paver. (P&Z)(RP&CA)
14. Provide a site irrigation and/or irrigation management plan developed, installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all irrigation lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
 - f. At a minimum, an automated irrigation system shall be installed to serve the full extents of the reinforced grass paver system and all planting above structure. (Code Administration) (P&Z)
 15. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles and other associated features. (P&Z)(T&ES)
 16. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Sample materials may be requested by staff. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)
 17. **CONDITION AMENDED BY PLANNING COMMISSION: Applicant will execute an agreement prior to release of the final site plan with the Braddock Place Office Owner for the Braddock Place Office Owner to replace the existing fountain with a site amenity such as public art, a trellis or landscape feature on the Braddock Place Office property or on the Applicant's property / park area. The agreement will provide for the Applicant to reimburse the Braddock Place Office owner for design and construction of the replacement feature if on the Braddock Place Owner property or to allow the Braddock Place Owners to review and approve the feature and its location if it is on the Applicant's property.**
 - a. The proposed fountain/focal feature shall be **subject to review and approval by the Director of Planning and Zoning.** ~~coordinated with the adjacent property owner and constructed to the satisfaction of the Director of P&Z.~~ Provide color

illustrative cut sheets of the specific **fountain / focal feature** model proposed and material samples of the basin and the fountain/focal feature with the first final site plan. ~~If agreement cannot be reached with the adjacent property owner on the fountain/focal feature, the applicant shall provide a contribution equivalent to the cost and installation of the fountain/focal feature to the City's Public Art Account, to the satisfaction of the Directors of P&Z and RP&CA. Any contribution of funds will be used for public art within the boundaries of the Braddock Metro neighborhood, as envisioned by the Braddock Metro Neighborhood Plan. Installation of the fountain/focal feature or associated contribution shall be provided prior to release of the first Certificate of Occupancy. * ***(P&Z)(PC)~~

18. Proposed utilities and existing utilities to remain shall be coordinated to avoid conflict with planting areas and landscape elements. (P&Z)
19. Provide location and direction of service openings on above grade utilities such as transformers, telephone, HVAC units and cable boxes. Specifically indicate perimeter clearance / safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. These elements shall not be located within the pedestrian connections or open space. (P&Z)
20. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting shall be scheduled with the City's Landscape Architects to review the scope of installation procedures and processes. (P&Z)
- 20A. **CONDITION ADDED BY PLANNING COMMISSION: Design of the entrance canopy, exterior signage and entry lighting at the main building entry and selection of paving materials and site furniture for the plaza area shall be compatible with the adjacent Braddock Place Office Development. Obtain review and comment on these proposed features from adjacent office building owner during site plan review process. (PC)**

D. TREE PROTECTION AND PRESERVATION:

21. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. (P&Z)(RP&CA)
22. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)

23. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated February 24, 2012 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

E. BUILDING:

Option A and Option B Conditions

24. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Windows shall be metal or metal clad wood with a minimum glass setback from face of sash of 3/8”.
 - b. Continue to work with staff to make the exterior facades more contemporary, including techniques such as:
 - i. Introduce corner windows at strategic points; and
 - ii. Investigate the use of lighter and more contemporary materials on the expressed upper floors above the red brick and cornice, which could include metal panels, corrugated metal, rain screen or similar materials. (P&Z)
- 24A. **CONDITION ADDED BY PLANNING COMMISSION: The use of balconies shall be restricted to outdoor seating and shall not be used for storage of any items, including but not limited to grills, bicycles or other equipment. Clothes drying and the hanging of banners, lights or similar items shall be prohibited. Window treatments shall be designed, installed and maintained to present a uniform appearance from the exterior of the building. The restrictions contained in this condition shall be incorporated in apartment leases or condominium documents. (PC)**
25. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes, including a window sample at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)

26. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified (or equivalent) to the satisfaction of the Directors of P&Z, and/or 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 equivalent) with the submission of the first final site plan.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)
27. The applicant shall work with the City for recycling and/or reuse of the leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
28. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
29. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
30. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

Option A Conditions

31. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Revise the southern building façade to incorporate additional windows and other façade details, particularly on floors six through ten, to ensure that the southern elevation is expressed as a front façade and to take advantage of the southern exposure. This façade shall present an organized pattern of windows to ensure

that it does not appear as a side or end wall. Rework the unit plans, as necessary, to achieve this condition.

- b. Refine the design of the exposed southern stair tower to make it an expressive building feature by cladding the stair tower in a glass curtain wall or a contrasting material with a higher amount of glazing as reasonably permitted by Code.

F. SIGNAGE:

32. Design identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances.
 - c. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
33. A freestanding subdivision or identification sign shall be prohibited. (P&Z)
34. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

G. HOUSING:

Option A Conditions

35. The developer shall provide 10 affordable set-aside rental units consisting of one efficiency apartment, five one-bedroom units and four two-bedroom units.
36. **CONDITION AMENDED BY PLANNING COMMISSION:** Rents payable for the set-aside units shall not exceed the lesser of the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income or the maximum rents established for Section 8 and Housing Voucher Programs. Rents shall remain at the established affordable rates for a period of **40** ~~30~~ years from the date of initial occupancy of each affordable unit. The owner shall re-certify the incomes of such households annually. **(PC)**
37. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms,

- den space and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions.
38. Applicants receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility.
 39. The set-aside units shall be of the same size, floor plan and with the same amenities as other similar units in the development. Concentrations of affordable units will be avoided.
 40. If the market rents are less than anticipated, the affordable rents as defined above (as adjusted for allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times.
 41. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 30-year affordability period.
 42. Occupants of the affordable rental units shall be charged a parking fee equivalent to no more than the parking fees charged for all other units.
 43. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager.

Option B Conditions

44. A voluntary contribution of \$1.50 per gross square foot on the by right residential square footage (91,204), and \$4.00 on the gross square footage over base (284,920), for a total estimated contribution of \$376,124 is consistent with the conclusion of the Developer Housing Contribution Work Group, accepted by The Alexandria City Council on June 14, 2005. (Housing)***

H. PARKING:

Option A and Option B Conditions

45. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:

- a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed. * (P&Z)(T&ES)
46. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)
47. The parking shall be sold or rented separately from the residential units. (P&Z)(T&ES)

Option A Conditions

48. Provide parking for the market rate units at a parking ratio of 0.9 spaces per residential unit plus 15% visitor parking. Provide parking for the ten affordable set-aside rental units at a parking ratio of 0.9 spaces per unit plus 15% visitor parking. (P&Z)(T&ES)
49. All required residential visitor parking spaces shall be available to residential guests 24 hours a day. (T&ES)
50. Any off-site visitor parking shall be located off street in a parking garage and/or parking lot within 300 feet of the development and shall be leased for an initial minimum period of ten years from the first Certificate of Occupancy permit. After the initial lease period has expired, subsequent leases for the required off-site visitor parking shall have a minimum lease duration of 12 months. A copy of the initial off-site visitor parking lease shall be provided to the Direction of Transportation and Environmental Services prior to the first Certificate of Occupancy permit. After expiration of the initial lease, a copy of the current off-street visitor parking lease shall be submitted on July 15 of each year to the Director of Transportation and Environmental Services. Three years after the issuance of the last certificate of occupancy of the building, the applicant has the opportunity to obtain an updated parking study showing actual demand for parking spaces by the residents of the building to demonstrate whether the off-site parking spaces are necessary or are under-utilized based upon actual need at the discretion of the Directors of Planning and Zoning and Transportation and Environmental Services. Conditions or parameters of the parking study shall be determined in consultation with the Departments of Planning & Zoning and Transportation & Environmental Services. (P&Z) (T&ES)
51. Provide 42 bicycle parking spaces per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

Option B Conditions

52. Provide parking for the site at a parking ratio of 0.9 spaces per residential unit plus 15% visitor parking. All required residential and residential visitor parking shall be provided on-site. (T&ES)
53. Provide 36 bicycle parking spaces per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

54. 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 B to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
55. Unless revoked or expired, this TMP 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 this development special use permit shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
56. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan and conditions herein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
57. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this DSUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date. (T&ES)
58. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources

- for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
59. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. ** (T&ES)
 60. An annual TMP fund shall be created based on the TMP reduction goal of 45% of residents/employees not using single occupant vehicles, based on the projects' size and the benefits to be offered to participating residents and employees. The rate to be charges for this development shall be \$80.00 per residential unit. 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.
 61. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
 62. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
 63. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

J. BUS STOPS AND BUS SHELTERS:

64. Make the relocated bus stop on the north side of Madison 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" between the existing westernmost driveway on Madison Street (leading into the Braddock Townhomes) and an area 10' west of the bus stop pad currently shown on the Preliminary Plan. (T&ES)
65. Ensure that the fifty foot approach to all bus stops adjacent to the site have a minimum 12' clearance free from tree limbs, signs and any other obstructions. (T&ES)

K. SITE PLAN:

66. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
67. Submit an easement plat which depicts all applicable easements and/or dedications prior to the final site plan submission. The plat shall be approved and recorded prior to the release of the final site plan.* (P&Z)
68. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas. (RP&CA)(P&Z)(T&ES)
69. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite

- side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)
70. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
71. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

L. CONSTRUCTION:

72. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. The vault construction shall be included in the phasing plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)

- 72A. **CONDITION ADDED BY PLANNING COMMISSION: During construction, provide garage and building monitoring plan for adjacent office structures to detect building movement or settlement as a result of excavation or construction activities, including a baseline survey prior to commencement of construction and a post-construction survey. Adjacent property owner shall be named as additional insured. Demonstrate to the satisfaction of the Director of T&ES that adequate structural support for adjacent properties will be maintained at all times. (PC)**
73. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - c. Include the overall schedule for construction and the hauling route;
 - d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - e. 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)
74. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
75. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
76. No major construction staging shall be allowed within the public right-of-way on Madison Street or Braddock Place, unless otherwise permitted by the Director of T&ES.

- The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
77. 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 to the satisfaction of the Directors of Planning & Zoning and Code Enforcement. (P&Z)(Code)
- 77A. **CONDITION ADDED BY PLANNING COMMISSION: Prior to release of final site plan, applicant will negotiate and execute any necessary construction easement agreements satisfactory to adjacent property owners. (PC)**
78. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
79. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, discuss the need for any off-site construction activity that may encroach onto neighboring properties, describe and explain the sheeting and shoring process and potential impacts on neighboring properties, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
80. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
81. The applicant shall at all times comply with the requirements of Chapter 33 of the Uniform Statewide Building Code, 2009 edition, with regard to safeguards during construction. (P&Z)(Code)
82. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code

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

83. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
84. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
85. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)
86. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
87. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

M.STORMWATER:

88. The construction of the development shall be phased in a manner that will ensure the uninterrupted collection and detention of runoff from this site as well as the adjacent sites served by the existing storm water vault to ensure the potential flooding within the Braddock-West intersection will not be exacerbated. Include information on the vault construction in the construction phasing plan. * ***(T&ES)
- 88A. **CONDITION ADDED BY PLANNING COMMISSION: Coordinate relocation and construction of BMP facility and other utility lines serving the adjacent property with adjacent office building owner to insure no adverse impacts on the adjacent property during relocation such as flooding, sewer backups, or interruption of water service. Adjacent property owner shall be named as additional insured. (PC)**

89. Provide detailed cross sections of the proposed storm sewer within the required ten foot drainage easement adjacent to the proposed garage in order to demonstrate that the City can access the storm sewer as necessary to perform all required repairs and replacements.
* (T&ES)

N. WASTEWATER / SANITARY SEWERS:

90. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
91. The vertical and horizontal design of the required connection to the Potomac Yard Trunk Sewer shall be to the approval of the Director of Transportation and Environmental Services.* (T&ES)

O. SOLID WASTE:

92. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles per block face Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

P. STREETS / TRAFFIC:

93. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
94. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
95. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
96. 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)

97. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
98. The slope on parking ramp to garage entrance shall not exceed 13 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

Q. UTILITIES:

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

R. WATERSHED, WETLANDS, & RPAs:

100. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
101. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

S. 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. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
104. 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)
105. **CONDITION AMENDED BY PLANNING COMMISSION:** Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. **Also provide easement to adjacent office property granting right to discharge stormwater to reconstructed BMP facility.** The agreements must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)(PC)
106. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) and detention facilities 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 and detention facilities 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)
107. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) and detention facilities used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s) and detention facilities; drawings and diagrams of the detention facilities, 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) and detention facilities installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

108. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) and detention facilities on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s) and detention facilities; drawings and diagrams of the detention facilities, BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
109. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. *****(T&ES)
110. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. *****(T&ES)

T. CONTAMINATED LAND:

111. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

U. NOISE:

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

V. AIR POLLUTION:

113. 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)

W. CONTRIBUTIONS:

114. Pursuant to the Braddock Metro Neighborhood Plan a contribution is required to both the Braddock Open Space Fund and the Braddock Community Amenities Fund.

Contribution amounts based on the 2012 Consumer Price Index for all Urban Consumers (CPI-U) include:

- a. \$0.60 per square foot towards the Braddock Community Amenities Fund; and,
 - b. \$3.90 per square foot towards the Braddock Open Space Fund.
 - c. Contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington-Baltimore area. Contribution rates will be recalculated January 1st of each year. The final contribution amount shall be calculated and verified by the City's Office of Management and Budget at the time of Certificate of Occupancy. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. Payments shall be made prior to the release of a certificate of occupancy for the building. *** (P&Z)
115. The applicant shall contribute \$50,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. (T&ES)

X. ARCHAEOLOGY:

116. Hire an archaeological consultant to implement the approved Resource Management Plan and Scope of Work generated by R. Christopher Goodwin & Associates which includes mechanical trench excavations and strata sampling. Additional excavation techniques may be needed depending upon the initial findings. The archaeological consultant will produce a final Archaeological Evaluation report of the findings. (Archaeology)
117. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities, including early release of the final site plan, (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Scope of Work and/or Resource Management Plan is in place to test for and recover significant resources in concert with demolition/construction activities. * (Archaeology)
118. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

119. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
120. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)
121. It is illegal to disturb human remains without obtaining appropriate legal authorization. If burials are found during the archaeological investigation and need to be moved prior to development, the applicant shall be responsible for the archaeological removal and for obtaining the necessary legal documents, including a permit from the Virginia Department of Historic Resources for the archaeological removal of burials. (Archaeology)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)
- F - 1. The plans shall be revised using varying line weights and other methods to enhance readability with the first final site plan submission. The applicant shall discuss methods to enhance the clarity of the submission with staff prior to the submission of the first final site plan. (P&Z)
- F - 2. Provide additional dimensions of the perimeter walls of the building on the Dimension Plan. (P&Z)
- F - 3. Coordinate the quantity of plants identified in the planting schedule and shown on the landscape plans. Ensure that the quantity of plants proposed on structure are accurately reflected in the canopy coverage calculations. (P&Z)

Transportation and Environmental Services

- F - 1. ASA has no comments on the Preliminary Plan.
- F - 2. All required storm sewer easements (minimum width 10') shall be clearly labeled on the final site plan. The storm sewer easement shall be free of any permanent structures. (T&ES)
- F - 3. Sheets 5, 7 & 10; the City does not support the use of grate inlets within public stormwater easements. The proposed DI-7s will need to be removed from the easement and replaced with City standard manholes. Any grate inlets required to drain surface flow from the private development shall be placed off-line of the main storm sewer and beyond the limits of the public storm sewer easement. (T&ES)
- F - 4. 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 - 5. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 6. 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 - 7. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 8. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 9. 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 - 10. 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 - 11. 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 - 12. 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 - 13. 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 - 14. 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 - 15. 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 - 16. 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 - 17. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 18. 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 - 19. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 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 - 6 (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 - 7 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 - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecton%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecton%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C - 9 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 - 10 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 - 11 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
- C - 12 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 - 13 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

- C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 20 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

DASH Comments:

- F - 1. The current shown proposed bus stop pad shall be shifted 20' to the east.
- F - 2. A minimum of 30' shall be maintained between the front of the bus stop pad and the westernmost edge of the 120' no parking bus stop zone.
- F - 3. A minimum of 60' shall be maintained between the front of the bus stop pad and the westernmost driveway on Madison (leading into Braddock Townhomes).

VAWC Comments:

- F - 1. Developer shall submit a Needed Fire Flow (NFF) calculation to Code Administration. After Code Administration approves the calculation, developer shall send VAW a copy of the approved calculation with a Code Administration signature, in order to verify whether the existing and proposed water main layout can meet the NFF requirement.
- F - 2. Submit the water main test pit results with the final review. Annotate the clearance between the proposed garage and the existing 16" water main. It is the developer's responsibility to protect the 16" water main from any possible damages during the construction.
- F - 3. Indicate the construction method of the proposed underground garage. Explain whether the construction will cause vibration and will apply a bending or shearing force on the existing 16" water main. VAW is concerned with the driving piles for the underground garage right up against the existing waterline easement. It is the developer's responsibility to protect the 16" water main from any possible damages during the construction. Consideration shall be given to an alternative pile construction method, perhaps drilling instead of driving.
- F - 4. Replace the proposed cross with two tees at the proposed hydrant & 6" fire.
- F - 5. Survey and show the existing water valves and service lines around the existing fountain on the existing condition plan, and explain how to abandon these valves and lines.
- F - 6. The horizontal and vertical clearance between the proposed sanitary and storm pipes (e.g. from MH#1-#2, #4-#5, #10-#11, etc.) and water main shall meet the DSUP approved conditions. It is normally about 3.5 feet cover of an existing water main. The developer

shall test pit the existing water main depth with the final plan, to ensure there will be no conflicts among utilities.

Fire Department:

- F - 1. The following comments are for preliminary review only. Additional comments may be forthcoming as more information is made available. If there are any questions, the applicant may contact Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.
- F - 2. Continue to work with the Fire Department staff to enhance the fire department vehicle turnaround located at the southern end of the proposed emergency vehicle easement.
- C - 1 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 between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) all Fire Service Plan elements are subject to the approval of the fire official.

Applicant has met all requirements.

- C - 2 The building is over 50 feet in height and is required to have ladder truck access to 48% of the perimeter 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. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

Applicant appears to have met all requirements

- C - 3 The final site plans shall show placement of fire easement signs. See sign detail and placement requirements below.

Fire easement signs not on fire service plan. Applicant has acknowledged this requirement.

- a. D102 -Emergency Vehicle Easements - D102.1 Emergency Vehicle Easements. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall

conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

- b. D102.2 Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a $\frac{3}{8}$ -inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS.," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.
- c. D102.3 Fire Dept. Access Lanes/Mountable Curbs. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.



Figure D102.1 Fire Lane Sign Left Arrow



Figure A107.2 Fire Lane Sign Right Arrow

- C - 4 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.

Applicant has acknowledged this requirement.

- C - 5 Provide vehicle turning radius information based on the following specifications. The submitted information does not reflect the worst case apparatus deployment. See specifications below.

Alexandria Fire Department
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D.# - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 5") from front steer axle to drive axle.
Trailer - 306" (25' 5"); from drive axle to rear steer axle.
GVW: 64,500#
Angle of Approach¹: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure²: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover³: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius⁴: Within 45' wall to wall.
2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# - Truck 204
Overall Length - 496" (41' 4")
Overall Width - 106" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
Tandem Axle Spacing - 54" (4' 5")
GVW: 60,500#
Angle of Approach¹: 11 degrees
Angle of Departure²: 10 degrees
Ramp Breakover³: 6 degrees
Turning radius⁴: Within 43' wall to wall.
3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 206
Overall Length - 390" (32' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212.5" (18' rounded to the nearest foot).
GVW: 51,800#
Angle of Approach¹: 11 degrees
Ramp Breakover²: 8 degrees
Turning Radius⁴: Within 42' wall to wall
4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 297" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft 11 in.)

The applicant has provided what appears to be a workable solution to the turning radius issue noted in the previous review. However, suggest an additional 10 feet.

- C - 6 Stairway Identification signs 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 1020.1.6.

- a. 1020.1.6 Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with “A” and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.
- b. 1020.1.6.1 Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)
- c. 1020.1.6.2 Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)

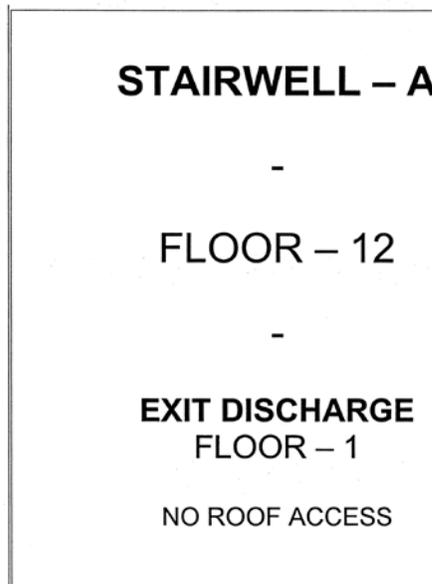


Figure 1020.1.6.1 Example Stairway Identification Sign

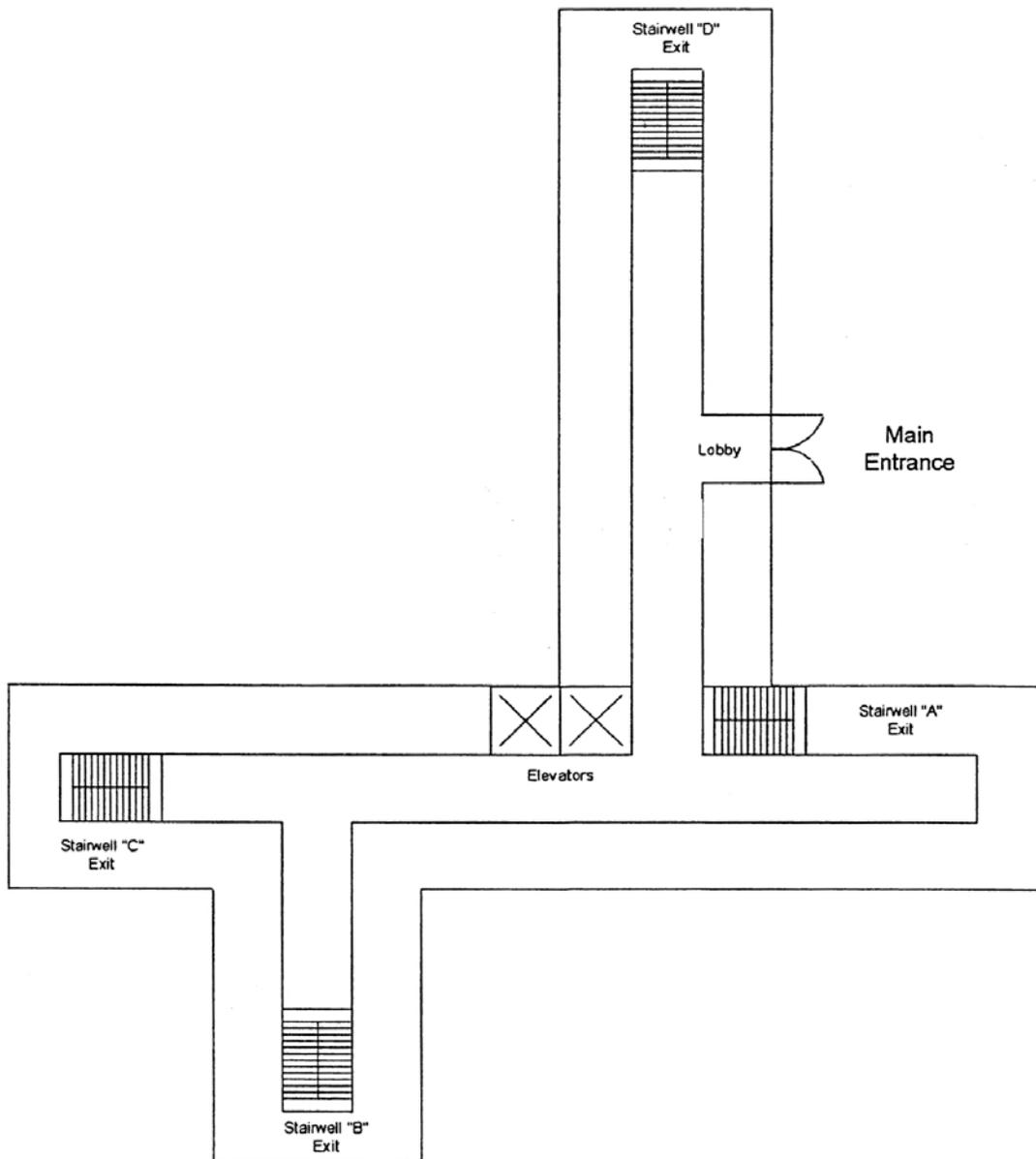


Figure 1020.1.6.2 Example Building Footprint Sign

- C - 7 Prior to submission of the Final Site Plan #1, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Coordinator of Code Administration, 301 King Street, Suite 4200, Alexandria, VA 22314.

Applicant indicates this requirement will be met.

- C - 8 A Knox box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.

Applicant has acknowledged this requirement.

- R - 1. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 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) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration 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.
- C - 8 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.

C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 3. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 4. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R - 5. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 6. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 7. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 8. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Health Department

- C - 1 An Alexandria Health Department Permit is required for all regulated facilities.
- C - 2 Permits are non-transferable.
- C - 3 Permits must be obtained prior to operation.
- C - 4 Six sets of plans are to be submitted through the Permit Center and approved by this department prior to construction of any facility regulated by the health department.
- C - 5 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.

Archaeology

- F - 1. R. Christopher Goodwin & Associates has completed an Archival Background Study and Archaeological Assessment for the property (dated November 7, 2011).
- F - 2. 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 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

IX. ATTACHMENTS

A. Site History - Land Use Approvals and Zoning Amendments

Upon selecting Braddock Metro Joint Venture as the purchaser of the 7.5 acre Braddock Place site, the City entered into a contract for purchase under the CO (Commercial Office) zone, in accordance with a phased development plan. The City Council subsequently approved SUP #1493, which proposed 3 seven-story office buildings with ground floor retail, a mid-rise condominium building, townhouses and below-grade parking.

In 1983, the site was rezoned from CO to M-2 (Metro- Braddock Road Station Area) and a revised SUP (SUP #1606) and site plan (Site Plan #83-040) were approved for the construction of the office, retail and townhouse units. The mid-rise condominium building approved in the original special use permit was eliminated and the original contract of purchase was revised to reflect the approved revisions. The office and ground-level retail were constructed on the western portion of the site pursuant to the approved site plan, but the townhouse units were not constructed.

In 1986, the City Council approved an amendment to the contract of purchase which proposed two alternatives for the second phase of the Braddock Place development. The first alternative proposed 90 units (62 townhouse units and 28 flats), while the second alternative proposed 128 units (38 townhouses and 90 mid-rise units). Subsequent to the contract amendment, City Council approved SUP #1871, which proposed the construction of 90 residential units (the first alternative) and 3 additional office buildings ranging in height from two- to four-stories. In 1987, City Council approved a contract amendment and Special Use Permit #2006 which authorized construction of the second alternative but added an additional 30 mid-rise units. The purchaser obtained approval of Site Plan #85-065 to construct the second alternative, 38 townhouse units (Braddock Place Townhouses) and 120 mid-rise units (Braddock Condominiums) and constructed both buildings. Ultimately, the three additional office buildings authorized by Special Use Permit #1871 were not constructed but have been preserved through the contract. In 1992, the site was rezoned from M-2 to CRMU-H which is the zone it remains in today.

B. Transportation Management Plan

Attachment B — Transportation Management Plan
Braddock Metro Place, TMP for DSUP2011-0024

Due to the density of the Braddock Metro Place project, the proximity to the Metrorail station, and the request for a reduction in parking spaces provided, the City requires this project to participate in the Citywide Transportation Management Program. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Braddock Metro Place consists of six parts:

2. Goal and Evaluation of the TMP
 3. Organization, Funding and Reporting
 4. Transportation Management Plan Directives
 5. Evaluation of the Effectiveness of the TMP
 6. District Transit Management Program
 7. Permanence of the TMP Ordinance
1. Goal and Evaluation of the TMP
 - a. The Braddock Metro Place site is located less than 1/4 mile northeast of the Braddock Road Metrorail Station. Many DASH and Metro bus lines run adjacent to the site on Madison Street. The Braddock Metro Place development has a goal of 45% non-SOV trips during peak hour.
 - b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.
 2. TMP Organization, Funding and Reporting
 - a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.
 - b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
 - c. 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, with the following due on January 15 and July 15 of every year.

- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

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

Braddock Metro Place	Dwelling Units
	Option A 165
	Option B 141

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

- i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email 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 employees and residents.
- iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
- iv. 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. Parking spaces could be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media (or subsequent electronic media) shall be sold or distributed on-site to employees and residents of the project. The fare media to be sold or distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the peak hour reduction goal of 45% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$80 per occupied dwelling unit and \$.25 per occupied square foot of retail space. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees and tenants. Exception: The fund shall not be used to subsidize the cost of transit for residents whose employers already reimburse them for their transit cost.
 - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
 - iii. Marketing activities, including advertising, promotional events, etc.
 - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities,

- v. the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
- vi. Membership and application fees for carshare vehicles.
- vii. Providing shuttle services or partnering with neighboring organizations for shuttle services
- viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

4. Evaluation of the Effectiveness of the TMP

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

5. District Transit Management Program

The Braddock Metro Place project should integrate with a larger district level TMP program when or if one is organized. All TMP holders in the Braddock area will be part of this District. No increase in TMP contributions will be required as a result of participation in the District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.
- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.
- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # DSUP 2011-0024 **Project Name:** Braddock Metro Place Residences

PROPERTY LOCATION: 1261 Madison Street

TAX MAP REFERENCE: 054.01-02-08 **ZONE:** CRMU-H

APPLICANT:

Name: Braddock Metro Place Investors, LLC

Address: 1011 King Street, Suite 200, Alexandria, VA 22314

PROPERTY OWNER:

Name: Madison Street, LLC

Address: 4141 N. HENDERSON RD, STE 8, ARLINGTON VA 22203

SUMMARY OF PROPOSAL Proposed development of multi-family residential building on 1.12 acres of property

In close proximity to the Braddock Metro Station, with height bonus for provision of affordable housing unit on site, with an alternative for a shorter building if no height bonus is approved.

MODIFICATIONS REQUESTED Modification for building height based on the height to setback (section 6-403(A)) of the Zoning Ordinance for the portion of the building in Option A and Option B that face Braddock Place.

SUPs REQUESTED SUP for density up to 2.5 FAR, and for height bonus and parking reduction under Section 7-700 of the Zoning Ordinance as well as an amendment to existing SUP # 1871, as necessary.

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

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

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

Harry P. Hart

Print Name of Applicant or Agent

307 N. Washington St.

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code

Signature

703-836-5757 703-548-5443

Telephone # Fax #

hph.hcgk@verizon.net

Email address

February 23, 2011

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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REVISED
3/22/12

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

JW Braddock Investors, LLC, 3 Church St., Winchester, MA 01890 - 75%
Steven M. Peer, 5040 Lowell St., NW, Washington, DC 20016 - 10%
Alliance Real Estate Investors, LLC, 20071 Blackwolf Run Place, Ashburn, VA 20147 - 15%

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

- Yes.** Provide proof of current City business license.
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

	Name	Address	Percent of Ownership
1.	JW Capital Partners, LLC,	3 Church St., Winchester, MA	01890 - 75%
2.	Steven M. Peer, 5040 Lowell St., NW,	Washington, DC	20016 - 10%
3.	M. O. Ibrahim, 20071 Blackwolf Run Place,	Ashburn, VA	20147 - 15%

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1261 Madison St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.	Madison St., LLC	4141 Henderson Rd., Ste 8	100%
2.			
3.			

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Braddock Metro Place Inv	None	
2. Madison St., LLC	None	
3. JW Capital Partners, LLC, Steven M. Peer	None None	

M. O. Ibrahim, None

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

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

Harry P. Hart

_____ Date

_____ Printed Name

_____ Signature

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

The applicant is proposing to build a transit oriented, multi-family rental building on the remaining 1.12 acre parcel of the former Parker Gray School site.

The Applicant would propose building a multi-level building, with a four story, six story and ten story portions of the building, up to 99 feet in height, up to 2.5 FAR, with a 22 foot height bonus under Section 7-700 of the Zoning Ordinance for affordable housing on site (Option A). The Applicant is submitting this proposal with an alternative Option B, for only 77 feet in height, which is the height limit under the Braddock Metro Neighborhood Plan, and a 2.27 FAR.

The applicant believes the 99 foot building is the superior of the two proposals because it provides additional community benefit over the 77 foot high building, particularly because while both Options provide a significant, publicly-accessible park area off of Madison Street, Option A provides 10 affordable housing units on site. Option A proposes 165 units, with 151 parking spaces in a two level under ground garage. Option B proposes 141 units, with 147 parking spaces in the same under ground garage. The difference in those proposals is 20 units, and the applicant is proposing that 10 of those 24 units be affordable housing units, workforce housing for those who meet the income eligibility guidelines of 60% of median household income for this area. That is more than 1/3 of the additional units requested with the height bonus, and would be in addition to the standard developer agreed contribution to the affordable housing trust fund.

Both proposals provide significant architectural character to this block, in keeping with the guidelines adopted in the Braddock Metro Neighborhood Plan. Both proposals work under the recognized .9 parking spaces per unit, plus 15 % visitor parking on-site, as identified under the parking study done by Gorove Slade for the Braddock Gateway project and updated for this project. Option A, the preferred option, requests up to 2.5 FAR under the CRMU-H zone, and Option B only requests an FAR of 2.27.

The Applicant firmly believes that this request for a height bonus for affordable housing on this block sets no precedent for any other block. Each land use application stands on its own, and in addition, this block is uniquely situated in close proximity to significantly taller buildings that make the height requested appropriate for this block only. There are buildings of 150', 120', 85' and 80', all adjacent to this site. The 99 foot proposal steps down towards Madison Street and the station, and sets no precedent for any other site not so uniquely situated.

Please see attached plan sets for more details on the proposal.

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

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

Typical number for a residential building of this type.

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

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

There will be a leasing office with approximately 2-4 employees.

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

Day	Hours	Day	Hours
24/7	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

Typical noise from a residential use of this size.

B. How will the noise from patrons be controlled?

There will be a controlled entrance into the building and the parking garage.

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

No odors are anticipated from this use.

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

- A. What type of trash and garbage will be generated by the use?
Typical type for a residential building of this size.

- B. How much trash and garbage will be generated by the use?
There will be a trash room that can accomodate two dumpsters within the building.

- C. How often will trash be collected?
At least once a week, and more if needed by the demand.

- D. How will you prevent littering on the property, streets and nearby properties?
There will be a building maintenance agreement to ensure the site is properly maintained.

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:
There is a pool proposed, so the typical materials needed to maintain a well-regulated pool will necessarily be maintained on-site.

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:
The units will be painted on the interior, and the common areas will be regularly maintained and cleaned by the maintenance company hired to maintain the building.

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

The applicant proposes to keep a secured building, both at the building entrances, as well as at the entrance to the parking garage. In addition, sufficient lighting will be proposed in the park area, and the applicant is willing to hire a security guard at night to police the site and park area.

ALCOHOL SALES

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

[] Yes. [x] 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. 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?

Option A requires 226, Option B requires 202

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

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

Option A provides 151 spaces
Option B provide 147 spaces
Both will provide up to 75% compact spaces.

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? None

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

- C. Where are off-street loading facilities located? Off the drive aisle into the parking garage off of Braddock Place.

- D. During what hours of the day do you expect loading/unloading operations to occur? During business hours and on weekends for move-ins and move-outs.

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

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

Street access is adequate.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

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 to .9 parking spaces per unit, plus 15 % visitor parking, on site, in Option B and a combination of on-site and off-site in Option A. The same ratio for parking spaces per unit was recently recommended and approved by Council for the Braddock Gateway project

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

The applicant is providing a parking study by Gorove Slade to justify the parking reduction based upon actual demand for parking in sites similarly situated to this site, i.e., it's proximity to Metro. Please see that Study for further details.

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

The site is constrained by its shape and the applicant has worked hard to provide a significant park on the Madison Street side of the project. It has limited the parking garage outside of that park. Also, it would be extremely difficult to go below two levels of underground parking, as proposed. The applicant has maximized the parking in the two levels below grade.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

Yes. No.

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 the attached parking study by Gorove Slade.

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

See the attached parking study by Gorove Slade.

Julie Fuerth

From: al <mmish@comcast.net>
Sent: Thursday, March 15, 2012 9:04 AM
To: PlanComm
Cc: Dirk Geratz; Jessica McVary; wmhogan@live.com; wjbradford@comcast.net; braddockloftshoa@gmail.com; 'Salena Zellers'
Subject: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)
Importance: High

Alexandria City Planning Commission:

My name is Al Starnes and I live at 1249 Madison Street, Alexandria VA, 22314, and have been a resident of this community for over 10 years. The purpose of this communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). While I may not be able to attend the Planning Commission's hearing scheduled for April 3, 2012, I request this e-mail to be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in: <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners' assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At the October 19, 2011 meeting, the developer opined that a potential benefit to our community from the proposed development would be an increase in the property values of our Townhouses and Condominiums. Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate the developer sharing the economic and market analysis with the local community. This type of information exchange would greatly improve our residents understanding and potential support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment provided to the City in support of the proposal prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and potentially detrimental economic impact. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commissions April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request the Planning Commission also inform me of any recommendations or decisions on this proposal. Should you have any questions, please contact me at: mmish@comcast.net or the address below.

Respectfully,

//s//

Al starnes
1249 Madison Street
Alexandria, Va 22314

Julie Fuerth

From: Nic F Negretti <nic@burningcastle.com>
Sent: Thursday, March 15, 2012 10:23 AM
To: PlanComm
Cc: Dirk Geratz; Jessica McVary; wmhogan@live.com; wjbradford@comcast.net; braddockloftshoa@gmail.com; 'Salena Zellers'
Subject: Opposition - 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

Alexandria City Planning Commission:

My name is Nicolas F Negretti. My wife, daughter and I live at 1201 Madison Street, Alexandria VA, 22314, and have been a resident of this community for over 2 years. The purpose of this communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). While I will (will not) be able to attend the Planning Commission's hearing scheduled for April 3, 2012, I request this e-mail to be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Thank you for reaching out to us and for your insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, proposed park design and, an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines the Braddock Neighborhood Metro Plan as described in:
<http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of your building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan. Have you already obtained a SUP from the City for the increased height? If so, please provide the SUP details to us.

Safety and Engineering Assessment: We are aware of the August 7, 2011 construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex and resulted with the eviction of some 30 residents at their own personal expense. In addition to the

normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on your proposed development site, we are extremely concerned about the possibility of further damage to our properties. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. We would appreciate you providing us your safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap.

Economic Impact to Braddock Place Townhouses and Condominiums: At this same October 19, 2011 meeting, you indicated that a potential benefit to our community from your proposed development would be an increase in the property values of our Townhouses and Condominiums. Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate you sharing your economic and market analysis with us. This type of information exchange would greatly improve our residents understanding and potential support for your proposal.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that:

"New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day. "

Proposed Park Design: While the proposed development's park appears very attractive in design, we have especially strong reservations with respect to security issues:

- Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well.
- Entrance/Exit: There is only one entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Additionally, I trust the council is aware of the two sites currently under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will affect Transportation Congestion and have an Economic Impact. I do not believe that this impact has been thoroughly reviewed or addressed.

My fear is that if all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional development efforts.

Please understand, we are not opposed to development. We are actually in favor of development! We recognize the value it creates and benefits the community realizes. We bought our property in Alexandria based on the Braddock Area plan that we saw as being well thought out and beneficial to the lifestyle we seek. Simply, we are asking that we stick with the plan or afford everyone the opportunity to have a say in creating a new plan!

Thank you for allowing me to express my concerns. I request the Planning Commission inform me of any recommendations or decisions concerning the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024).

Respectfully,

Nicolas F Negretti
Stephanie L Negretti
Fiore L Negretti

Nicolas F Negretti
BurningCastle, LLC
IT Consultancy & Contractors
Cell: 703.629.2309
Fax: 703.673.1063
www.burningcastle.com

BURNINGCASTLE, LLC

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Julie Fuerth

From: HOA BraddockLofts <braddockloftshoa@gmail.com>
Sent: Sunday, March 18, 2012 7:41 PM
To: Faroll Hamer
Cc: PlanComm; Dirk Geratz; Jessica McVary; Salena Zellers
Subject: Support 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

I, Michelle Saylor, President of the Braddock Lofts HOA Board of Directors, support the 1261 Madison Street Project and recommend its approval by the Planning and Zoning Commission and City Council.

I should point out that my only, albeit very significant concern, is the LACK OF A GROCERY STORE within (all season) walking distance of this and other Braddock Metro area developmenst. Given the limited parking, and assumption of "no car" occupants, this will surely present a challenge. Cars are, in fact, still required to live comfortably in this section of Alexandria today.

The developers for the 1261 Madison Street project approached the Braddock Lofts last fall with their initial designs. They listened to our comments and concerns, which were primarily related to height, and reworked the project coming back with two different proposals that addressed many of the issues we raised.

In the proposed 99' plan, the developers reduced the lowest level next to the townhouses from 5 stories to 4 stories, reducing the differential between the adjacent properties and incorporating a more visually appealing step down toward the townhouses to reduce the effect of the townhouses being towered over by the adjacent structure. We appreciate the fact that in exchange for the increased height, the developers are providing 10 affordable units.

While we defer to the adjacent neighbors for issues pertaining to construction and safety, we at Braddock Lofts do support the project, favoring the 99' design, and appreciate the developers for incorporating suggested changes addressing our concerns.

Thank you for your time and consideration,
Respectfully,
Michelle Saylor
President, Braddock Lofts HOA Board of Directors



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Julie Fuerth

From: Salena Zellers <salena_zellers@yahoo.com>
Sent: Sunday, March 18, 2012 9:13 PM
To: HOA BraddockLofts; Faroll Hamer
Cc: PlanComm; Dirk Geratz; Jessica McVary
Subject: Re: Support 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

I, Salena Zellers, Vice President of the Braddock Lofts HOA Board of Directors, support the 1261 Madison Street Project and recommend its approval by the Planning and Zoning Commission and City Council.

The developers for the 1261 Madison Street project approached the Braddock Lofts last fall with their initial designs. They listened to our comments and concerns, which were primarily related to height, and reworked the project coming back with two different proposals that addressed many of the issues we raised. We want to stress that both proposed designs are beautiful and will add tremendous value to the neighborhood while providing the appropriate increased density next to the metro.

In the proposed 99' plan, the developers reduced the lowest level next to the townhouses from 5 stories to 4 stories, reducing the differential between the adjacent properties and incorporating a more visually appealing step down toward the townhouses to reduce the effect of the townhouses being towered over by the adjacent structure. This was done at the developers' expense as they lost a few units in the building to accomplish this. In addition, they pushed back the wall closest to the townhouses to increase the distance between the adjacent buildings. We appreciate the fact that in exchange for the increased height, the developers are providing 10 affordable units, which will assist in providing the much needed mid tier level of housing transitioning from the public housing and the market rate units juxtaposed in our neighborhood. [See the section of the Braddock Road Metro Neighborhood Plan and the Braddock East Plan for a discussion of the benefits of true mixed income housing.]

The 77' design, while incorporating beautiful architecture, only steps down to 6 floors at its lowest level, which would tower over the adjacent townhomes and not provide the visually appealing step down to the townhouses making the building seem out of context with the adjacent buildings.

Finally, the developers addressed our concerns about security in the park security by agreeing to provide 24 hour on site security.

While we defer to the adjacent neighbors for issues pertaining to construction and safety, we at Braddock Lofts do support the project, favoring the 99' design, and appreciate the developers for incorporating suggested changes addressing our concerns. Thank you for your time and consideration.

Respectfully,
 Salena Zellers
 Vice President, Braddock Lofts HOA Board of Directors

Salena Zellers

From: HOA BraddockLofts <braddockloftshoa@gmail.com>

To: Faroll Hamer <Faroll.Hamer@alexandriava.gov>

Cc: PlanComm@alexandriava.gov; Dirk.Geratz@alexandriava.gov; Jessica.McVary@alexandriava.gov; Salena Zellers <salena_zellers@yahoo.com>

Sent: Sunday, March 18, 2012 7:41 PM

Subject: Support 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

I, Michelle Saylor, President of the Braddock Lofts HOA Board of Directors, support the 1261 Madison Street Project and recommend its approval by the Planning and Zoning Commission and City Council.

I should point out that my only, albeit very significant concern, is the LACK OF A GROCERY STORE within (all season) walking distance of this and other Braddock Metro area developmenst. Given the limited parking, and assumption of "no car" occupants, this will surely present a challenge. Cars are, in fact, still required to live comfortably in this section of Alexandria today.

The developers for the 1261 Madison Street project approached the Braddock Lofts last fall with their initial designs. They listened to our comments and concerns, which were primarily related to height, and reworked the project coming back with two different proposals that addressed many of the issues we raised.

In the proposed 99' plan, the developers reduced the lowest level next to the townhouses from 5 stories to 4 stories, reducing the differential between the adjacent properties and incorporating a more visually appealing step down toward the townhouses to reduce the effect of the townhouses being towered over by the adjacent structure. We appreciate the fact that in exchange for the increased height, the developers are providing 10 affordable units.

While we defer to the adjacent neighbors for issues pertaining to construction and safety, we at Braddock Lofts do support the project, favoring the 99' design, and appreciate the developers for incorporating suggested changes addressing our concerns.

Thank you for your time and consideration,

Respectfully,

Michelle Saylor

President, Braddock Lofts HOA Board of Directors



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Julie Fuerth

From: Mark_Langer@cadc.uscourts.gov
Sent: Tuesday, March 20, 2012 8:35 AM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary
Subject: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

Dear Alexandria Government. My name is Mark Langer and I have been the owner/occupier of 1223 Madison Street for nearly 20 years. I am saddened to see the ill planned and thoughtless development that has consumed my neighborhood and degraded the quality of life in the past two years. I agree with the points Ms. Hogan has set out below. I wish to raise one more point. Why the seeming war on poor and minorities? The recent years of development seems designed to push these residents out of Alexandria.

The promoter of the proposed 1261 development even stood on my doorstep and assured me that there wouldn't be housing for any "poor" people in the development, just for "low paid working people like teachers and firemen."

Where to begin? That attitude is shameful and condescending and does not bode well. It may be time to leave Alexandria. Thank you for your consideration.

Mark Langer
1223 Madison Street

I, Wendy M. Hogan, live at 1233 Madison St., Alexandria, VA 22314 and have been a resident of the Braddock Metro community for over 10 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024).

In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in

<http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>.

My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners' assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering

assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At the October 19, 2011 meeting, the developer opined that a potential benefit to our community from the proposed development would be an increase in the property values of our Townhouses and Condominiums. Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate the developer sharing the economic and market analysis with the local community. This type of information exchange would greatly improve our residents understanding and potential support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment provided to the City in support of the proposal prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units."

In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and potentially detrimental economic impact. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal. Should you have any questions, please contact me at wmhogan@live.com or the address below.

Respectfully submitted,

Wendy M. Hogan

1233 Madison St.

Alexandria, VA 22314

Julie Fuerth

From: Kendra Jacobs
Sent: Tuesday, March 20, 2012 10:14 AM
To: Julie Fuerth
Subject: FW: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

Importance: High

From: Wendy Hogan [<mailto:wmhogan@live.com>]
Sent: Monday, March 19, 2012 4:55 PM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary; Bill Bradford; braddockloftshoa@gmail.com; Salena Zellers
Subject: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)
Importance: High

I, Wendy M. Hogan, live at 1233 Madison St., Alexandria, VA 22314 and have been a resident of the Braddock Metro community for over 10 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners' assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station

will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At the October 19, 2011 meeting, the developer opined that a potential benefit to our community from the proposed development would be an increase in the property values of our Townhouses and Condominiums. Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate the developer sharing the economic and market analysis with the local community. This type of information exchange would greatly improve our residents understanding and potential support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment provided to the City in support of the proposal prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and potentially detrimental economic impact. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal. Should you have any questions, please contact me at wmhogan@live.com or the address below.

Respectfully submitted,

Wendy M. Hogan
1233 Madison St.
Alexandria, VA 22314

Julie Fuerth

From: Kendra Jacobs
Sent: Tuesday, March 20, 2012 10:14 AM
To: Julie Fuerth
Subject: FW: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)
Attachments: image75adc3.GIF

-----Original Message-----

From: Faircloth, Richard [mailto:rfaircloth@aacc.edu]
Sent: Monday, March 19, 2012 7:04 PM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary; wjbradford@comcast.net; braddockloftshoa@gmail.com; salena_zellers@yahoo.com; Wendy Hogan; Faircloth, Richard
Subject: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

[cid:image75adc3.GIF@58997635.4899dd54]

this is aacc

I, Richard Faircloth, live at 1225 Madison St., Alexandria, VA 22314 and have been a resident of the Braddock Metro community for over 24 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

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one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

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Thank you for allowing me to express my concerns. I request the Planning Commission provide Wendy M. Hogan, 1233 Madison St., Alexandria, VA 22314 (Our townhouse association's president) with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal. Should you have any questions, please contact me at rfaircloth@aacc.edu<<mailto:rfaircloth@aacc.edu>> or the address below.

Respectfully submitted,

Dr Richard Faircloth
1225 Madison St.
Alexandria, VA 22314

The information contained in this email may be confidential and/or legally privileged. It has been sent for the sole use of the intended recipient(s). If the reader of this message is not an intended recipient, you are hereby notified that any unauthorized review, use, disclosure, dissemination, distribution, or copying of this communication, or any of its content, is strictly prohibited. If you have received this communication in error, please contact the sender by reply email and destroy all copies of the original message. Thank you.

Julie Fuerth

DSUP 2011-0024

From: Kendra Jacobs
Sent: Tuesday, March 20, 2012 10:13 AM
To: Julie Fuerth
Subject: FW: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

From: ROBERT MASLAR [<mailto:rmaslar@yahoo.com>]
Sent: Tuesday, March 20, 2012 8:43 AM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary; wjbradford@comcast.net; braddockloftshoa@gmail.com; salena_zellers@yahoo.com
Subject: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

I, Robert J. Maslar, live at 1239 Madison St., Alexandria, VA 22314 and have been a resident of the Braddock Metro community for 1 year. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners' assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan.

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Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At the October 19, 2011 meeting, the developer opined that a potential benefit to our community from the proposed development would be an increase in the property values of our Townhouses and Condominiums. Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate the developer sharing the economic and market analysis with the local community. This type of information exchange would greatly improve our residents understanding and potential support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment provided to the City in support of the proposal prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and potentially detrimental economic impact. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal. Should you have any questions, please contact me at maslar@yahoo.com or the address below.

Respectfully submitted,

Robert J. Maslar
1239 Madison St.
Alexandria, VA 22314

Julie Fuerth

From: Kendra Jacobs
Sent: Tuesday, March 20, 2012 10:15 AM
To: Julie Fuerth
Subject: FW: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

From: Barbara Granfield [mailto:bgranfield@yahoo.com]
Sent: Tuesday, March 20, 2012 6:54 AM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary; wjbradford@comcast.net; braddockloftshoa@gmail.com; salena_zellers@yahoo.com
Subject: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

I, Barbara J Granfield, live at 1207 Madison St., Alexandria, VA 22314 and have been a resident of the Braddock Metro community for over 10 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record. Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in

<http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners' assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development

site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At the October 19, 2011 meeting, the developer opined that a potential benefit to our community from the proposed development would be an increase in the property values of our Townhouses and Condominiums. Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate the developer sharing the economic and market analysis with the local community. This type of information exchange would greatly improve our residents understanding and potential support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment provided to the City in support of the proposal prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and potentially detrimental economic impact. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal. Should you have any questions, please contact me at bgranfield@yahoo.com or the address below. Respectfully submitted,

Barbara Granfield
1207 Madison St.
Alexandria, VA 22314

Julie Fuerth

From: Kendra Jacobs
Sent: Tuesday, March 20, 2012 10:15 AM
To: Julie Fuerth
Subject: FW: Concerns: 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

From: Todd [<mailto:tclimited40@googlemail.com>]
Sent: Tuesday, March 20, 2012 7:38 AM
To: Faroll Hamer; PlanComm; Dirk Geratz; Jessica McVary
Subject: Concerns: 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

I, William T. Cole, live at 1257 Madison St., Alexandria, VA 22314. This communication is to formally express my concerns about the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections/concerns for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners' assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October

19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At the October 19, 2011 meeting, the developer opined that a potential benefit to our community from the proposed development would be an increase in the property values of our Townhouses and Condominiums. Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate the developer sharing the economic and market analysis with the local community. This type of information exchange would greatly improve our residents understanding and potential support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment provided to the City in support of the proposal prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and potentially detrimental economic impact. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal.

Please note that I am in favor of this development IF the proposed building is within the 77 foot requirement and the concerns above are addressed. Should you have any questions, please contact me at tclimited40@googlemail.com or the address below.

Respectfully submitted,

William T. Cole

1257 Madison St.

1106

Julie Fuerth

From: Kendra Jacobs
Sent: Tuesday, March 20, 2012 1:57 PM
To: Julie Fuerth
Subject: FW: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

-----Original Message-----

From: Anastasiya Pocheptsova [mailto:dr.pocheptsova@gmail.com]
Sent: Tuesday, March 20, 2012 1:21 PM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary; wjbradford@comcast.net; braddockloftshoa@gmail.com; salena_zellers@yahoo.com
Subject: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

I, Anastasiya Pocheptsova, live at 814 N Fayette St., Alexandria, VA 22314. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>.

My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed.

To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners' assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset:

According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At the October 19, 2011 meeting, the developer opined that a potential benefit to our community from the proposed development would be an increase in the property values of our Townhouses and Condominiums.

Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate the developer sharing the economic and market analysis with the local community.

This type of information exchange would greatly improve our residents understanding and potential support for the developer's proposal.

Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment provided to the City in support of the proposal prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and potentially detrimental economic impact. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then

one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Thank you for allowing me to express my concerns. The proposed area is the only green space left in the neighborhood and it is very disconcerting to see it being developed into yet another multi-unit building. With the current construction dragging on on the Fayette street and now this proposed development residents of Braddock Place Townhouses are and will be living in a perpetual development zone, which directly affects our quality of life and property prices. I am dreading what would happen in a couple of months when my child is born and the only place I could take her for a walk would be two construction sites!

I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal. Should you have any questions, please contact me at dr.pocheptsova@gmail.com or the address below.

Respectfully submitted,

Dr. Anastasiya Pocheptsova
814 N Fayette Street
Alexandria, VA 22314

Julie Fuerth

From: Kendra Jacobs
Sent: Tuesday, March 20, 2012 3:23 PM
To: Julie Fuerth
Subject: FW: Opposition: 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

From: Larry [<mailto:pltrgvyst@gmail.com>]
Sent: Tuesday, March 20, 2012 2:36 PM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary
Subject: Opposition: 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

Dear Sirs;

We, Nancy Hughes and Lawrence Larson, live at 1253 Madison St., Alexandria, VA 22314 and have been residents of the Braddock Metro community for over 20 years. This communication is to formally express our opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, we request this e-mail be part of the file and put on the record.

Let us first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with us and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, we respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: non-compliance with approved city height restrictions, safety issues, transportation congestion issues, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. Our specific objections for opposing this proposal include the following:

Lack of Transparency and Decision-making based on Informed Analysis: After months of discussion, it is not clear to us nor to the other residents of our community how this proposal is in the best interest of the community and the City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, we request that the City publish the results of all cost-benefit analysis conducted to date. We believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners' assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Non-Compliance with Approved City Height Restrictions and Offset: When we bought our home, the lot under proposed development was zoned for three-story commercial development. This was part of the basis for our investment, yet the City chose to modify that restriction, to local homeowners' detriment. Even with this later accommodation, according to the Braddock Metro Neighborhood Plan as later approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will

complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan. We believe that the City should adhere to the 77' height restriction currently in place, particularly since there is no logical reason or quid pro quo for granting an exception.

Lack of Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we have already experienced additional cracks and settling as a result of other nearby construction. Given the significant vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. We request the opportunity to review the developer's safety and engineering assessments as well as any mitigation strategy that might avert a similar construction mishap. We request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At the October 19, 2011 meeting, the developer opined that a potential benefit to our community from the proposed development would be an increase in the property values of our Townhouses and Condominiums. Increasing the value of our single most important investment is an obvious incentive for us. We would therefore appreciate the developer sharing the economic and market analysis with the local community. This type of information exchange would greatly improve our residents understanding and potential support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, we request the developers economic assessment be provided to the City in support of the proposal prior to the April 3, 2012 meeting.

Increased Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." We believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e., reduced dedicated retail area). These changes will greatly affect transportation congestion and potentially detrimental economic impact. We do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan.

Lack of Public Right-of-way for Surveillance: Given the proposed looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. This provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood; we need not enable it further.

Thank you for allowing us to express our concerns. We request the Planning Commission provide us with the information and analysis specifically referenced in the body of this email in time for us to provide an informed opinion for the Commission's April 3, 2012 consideration of a special use permit for proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). We also request that the Planning Commission inform us of any recommendations or decisions on this proposal. Should you have any questions, please contact us at 1253@bptoa.org or the address below.

Respectfully submitted,

Nancy F. Hughes and Lawrence P. Larson
1253 Madison St.

LPH

Alexandria, VA 22314
703.549.2624

Julie Fuerth

From: Heather M <cheyres@hotmail.com>
Sent: Tuesday, March 20, 2012 5:44 PM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary; wjbradford@comcast.net; braddockloftshoa@gmail.com; salena_zellers@yahoo.com
Subject: Opposition 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)
Importance: High

Hello,

I am the owner/resident at 1227 Madison Street, Alexandria, 22314. I would like to formally oppose the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). Please include my letter in the records for the April 3, 2012 Planning Commission's hearing on this proposed development. I oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: compliance with approved city height restrictions, transportation congestion, and public safety.

Compliance with Approved City Height Restrictionst: According to the Braddock Metro Neighborhood Plan as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to have a maximum height of 77' at the Metro site. According to the information provided the proposed height of this building varies from 54' to 99', with a large part of the building being at 99'. This is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan.

Transportation Congestion: There is currently an enormous amount of construction in the Braddock Metro neighborhood that includes several apartment complexes. At this time, in addition to the proposed construction, there are currently two sites under development within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and potentially have an economic impact. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed.

Public safety: with the current walkway design and landscaping there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. This provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood.

Thank you for your attention. If you have any questions please contact me at cheyres@hotmail.com or the address below.

Sincerely,
Heather Myers
1227 Madison St.
Alexandria, VA 22314

Julie Fuerth

From: Eilks1@aol.com
Sent: Tuesday, March 20, 2012 9:33 PM
To: Faroll Hamer; PlanComm
Cc: Dirk Geratz; Jessica McVary
Subject: 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

Hello planning commission,

I live at 1235 Madison St., Alexandria, VA 22314 and have been a owner/resident of a Braddock Place Town Home for 15 months. This communication is to formally state that **I do not oppose** the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I do not necessarily welcome the development, I would prefer to see something smaller in the space, but I would prefer to have the site developed rather than leave it an undeveloped open space.

I have attended two meetings held by the developer and another meeting held by the city planners. I appreciate the attention the city has given to this matter.

Although I do not oppose the development, I do have concerns with the following

1. That the proposed development is inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan specifically the height restrictions. I understand that the Braddock Metro Neighborhood Plan approved in 2008 shows the 1261 Madison site to be of medium height at 77'. I strongly urge the commission to consider this maximum in their approval decision.

2. Construction Damage: I am concerned with the fact that our town homes are located on backfill from the previous school site (all I have to do is dig a few inched down in my back yard and find the gravel and what else they filled the property with), and as such our buildings already have problems with stability (cracking of driveways and garage floors - perhaps other problems we can not see). I am very concerned about the possibility of damage to my property during the construction. I heard that a previous construction that took place in Alexandria used some type of motion sensors in each person's homes to alert the construction when there may be damage to our homes. This would be especially critical for those homes directly adjacent to the construction site.

Thank you for the opportunity to present my position and concerns.

Respectfully submitted,

Linda Eilks
1235 Madison, St
Alexandria VA 22314
eilks1@aol.com

Julie Fuerth

From: wjbradford@comcast.net
Sent: Wednesday, March 21, 2012 8:33 AM
To: Faroll Hamer; PlanComm
Cc: manager@braddockplace.com; LBueno@psych.org; jdianahw@gmail.com; manjman06@gmail.com; Dirk Geratz; Jessica McVary; manager@braddockplace.com; Wendy Hogan; Ryan Coles
Subject: Opposition to 1261 Madison Street/Braddock Place Metro (DSUP#2011-0024)

I, William J. Bradford, live at 1200 Braddock Place # 705, Alexandria, VA 22314-1667 and have been a resident of the Braddock Metro community for over 2 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan, as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan. Additionally, neither of the two proposed apartment buildings is part of the 2008 approved plan. Rather, that plan calls for either a green space or an office building not to exceed 77'.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at

their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At several meeting at the end of 2011, the developer proffered the opinion that this new development would help increase the property values of our Condominiums and the adjacent Townhouses. Increasing the value of our single most important investment is an obvious incentive for us. However, to date, we have seen no documentation on how building rental property in the area, especially in light of two other large rental properties presently under construction, would positively contribute toward increased property values for condo and town home owners. We would therefore appreciate the City and developer sharing the economic and market analysis with the local community to prove this assertion. This type of information exchange would greatly improve our residents understanding and perhaps change support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment be provided to the City and the condominium and town home associations as preparatory material prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and cause potentially detrimental economic impact to the extant property owners. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan. Further, the data provided by the developer regarding parking in the area is misleading and inaccurate at best or specious at worst. This parking study is fundamentally flawed from a statistical view and any assertions based upon the study regarding the de minimous impact to the neighborhood by another building with inadequate parking is nothing short of egregious.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood. We need not enable it any further. Any assurances of additional police presence are only platitudinous, as you well know, without substantive concerns voiced by citizens and/or further overt illegal activities caught by the police. In both cases, the quality of life experienced by law abiding residents is negatively impacted.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal in order for me to prepare for the City Council hearing on 14 April. Should you have any questions, please contact me at wjbradford@comcast.net or the address below.

While I am writing this as a private citizen, please be advised that as President of the Braddock Place Condominium Association, I am also informing you that the Board of Directors of Braddock Place has voted to oppose this development.

Respectfully submitted,

William J. Bradford

1200 Braddock Place # 705
Alexandria, VA 22314-1667

7/116

Julie Fuerth

From: Jessica McVary
Sent: Thursday, March 22, 2012 8:40 AM
To: Julie Fuerth
Subject: FW: Opposition to DSUP#2011--0024

Importance: High

Jessica McVary, AICP, LEED AP
 Urban Planner, Development
 City of Alexandria
 Department of Planning and Zoning
 703-746-3813
www.alexandriava.gov

From: Hopkins, Eugene [mailto:Eugene.Hopkins@ed.gov]
Sent: Thursday, March 22, 2012 7:27 AM
To: Jessica McVary; Dirk Geratz
Cc: 'Hopkins, Lana'
Subject: Opposition to DSUP#2011--0024
Importance: High

Ms. McVary and Mr. Geratz:

I, Eugene Hopkins, live at 1200 Braddock Place # 507, Alexandria, VA 22314-1667 and have been a resident of the Braddock Metro community for over 4 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan, as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan. Additionally, neither of the two proposed apartment buildings is part of the 2008 approved plan. Rather, that plan calls for either a green space or an office building not to exceed 77'.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At several meeting at the end of 2011, the developer proffered the opinion that this new development would help increase the property values of our Condominiums and the adjacent Townhouses. Increasing the value of our single most important investment is an obvious incentive for us. However, to date, we have seen no documentation on how building rental property in the area, especially in light of two other large rental properties presently under construction, would positively contribute toward increased property values for condo and town home owners. We would therefore appreciate the City and developer sharing the economic and market analysis with the local community to prove this assertion. This type of information exchange would greatly improve our residents understanding and perhaps change support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment be provided to the City and the condominium and town home associations as preparatory material prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and cause potentially detrimental economic impact to the extant property owners. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan. Further, the data provided by the developer regarding parking in the area is misleading and inaccurate at best or specious at worst. This parking study is fundamentally flawed from a statistical view and any assertions based upon the study regarding the de minimous impact to the neighborhood by another building with inadequate parking is nothing short of egregious.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood. We need not enable it any further. Any assurances of additional police presence are only platitudinous, as you well know, without substantive concerns voiced by citizens and/or further overt illegal activities caught by the police. In both cases, the quality of life experienced by law abiding residents is negatively impacted.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal in order for me to prepare for the City Council hearing on 14 April. Should you have any questions, please contact me at wibradford@comcast.net or the address below.

While I am writing this as a private citizen, please be advised that as President of the Braddock Place Condominium Association, I am also informing you that the Board of Directors of Braddock Place has voted to oppose this development.

Respectfully,

Eugene (Gene) Hopkins,
Contracting Officer

Operations Contracts Group
Contracts and Acquisitions Management
Office of the Chief Financial Officer
550 12th Street SW
Washington, DC 20202-4200

(O) 202.245.6167

(BB) 202.510.7706

eugene.hopkins@ed.gov

Julie Fuerth

From: Jessica McVary
Sent: Thursday, March 22, 2012 4:32 PM
To: Julie Fuerth
Subject: FW: Proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024).

Jessica McVary, AICP, LEED AP
 Urban Planner, Development
 City of Alexandria
 Department of Planning and Zoning
 703-746-3813
www.alexandriava.gov

From: Stacey Carter [mailto:stcy.carter@gmail.com]
Sent: Thursday, March 22, 2012 4:23 PM
To: Jessica McVary; Dirk Geratz
Subject: Proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024).

I, Stacey F. Carter, live at 1200 Braddock Place #302, Alexandria, VA 22314-1667 and have been a resident of the Braddock Metro community for over 12 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

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recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan. Additionally, neither of the two proposed apartment buildings is part of the 2008 approved plan. Rather, that plan calls for either a green space or an office building not to exceed 77'.

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Economic Impact to Braddock Place Townhouses and Condominiums: At several meeting at the end of 2011, the developer proffered the opinion that this new development would help increase the property values of our Condominiums and the adjacent Townhouses. Increasing the value of our single most important investment is an obvious incentive for us. However, to date, we have seen no documentation on how building rental property in the area, especially in light of two other large rental properties presently under construction, would positively contribute toward increased property values for condo and town home owners. We would therefore appreciate the City and developer sharing the economic and market analysis with the local community to prove this assertion. This type of information exchange would greatly improve our residents understanding and perhaps change support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment be provided to the City and the condominium and town home associations as preparatory material prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and cause potentially detrimental economic impact to the extant property owners. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan. Further, the data provided by the developer regarding parking in the area is misleading and inaccurate at best or specious at worst. This parking study is fundamentally flawed from a statistical view and any assertions based upon the study regarding the de minimous impact to the neighborhood by another building with inadequate parking is nothing short of egregious.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood. We need not enable it any further. Any assurances of additional police presence are only platitudinous, as you well know, without substantive concerns voiced by citizens and/or further overt illegal activities caught by the police. In both cases, the quality of life experienced by law abiding residents is negatively impacted.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal in order for

me to prepare for the City Council hearing on 14 April. Should you have any questions, please contact me at stcy.carter@gmail.com or the address below.

While I am writing this as a private citizen, please be advised that the Board of Directors of Braddock Place has voted to oppose this development.

Respectfully submitted,

Stacey F. Carter

1200 Braddock Place # 302

Alexandria, VA 22314-1667

Julie Fuerth

From: Kendra Jacobs
Sent: Monday, March 26, 2012 9:27 AM
To: Julie Fuerth
Subject: FW: DSUP#2011-0024

From: Faroll Hamer
Sent: Saturday, March 24, 2012 6:12 PM
To: Kendra Jacobs; Gwen Wright; Dirk Geratz
Subject: FW: DSUP#2011-0024

From: Gary Norek [mailto:gn8359a@gmail.com]
Sent: Saturday, March 24, 2012 3:41 PM
To: Faroll Hamer; PlanComm
Subject: DSUP#2011-0024

I, Gary A Norek, live at 1200 Braddock Place # 503, Alexandria, VA 22314 and have been a resident of the Braddock Metro community for over 6 years. This letter is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. They have provided us with information that will help to foster a better understanding of Alexandria City's strategic plan for our corner of the city. I appreciate the time and attention they have placed on meeting with us and for their insight.

I understand the need to move forward providing greater tax base to the city. The growth the area has experienced recently abides by the plans for the area however, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, public safety, increased transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan, as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends

increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan. Additionally, neither of the two proposed apartment buildings is part of the 2008 approved plan. Rather, that plan calls for either a green space or an office building not to exceed 77'.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At several meeting at the end of 2011, the developer proffered the opinion that this new development would help increase the property values of our Condominiums and the adjacent Townhouses. Increasing the value of our single most important investment is an obvious incentive for us. However, to date, we have seen no documentation on how building rental property in the area, especially in light of two other large rental properties presently under construction, would positively contribute toward increased property values for condo and town home owners. We would therefore appreciate the City and developer sharing the economic and market analysis with the local community to prove this assertion. This type of information exchange would greatly improve our residents understanding and perhaps change support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment be provided to the City and the condominium and town home associations as preparatory material prior to the April 3, 2012 meeting.

Increased Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and cause potentially detrimental economic impact to the extant property owners. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan. Further, the data provided by the developer regarding parking in the area is misleading and inaccurate at best or specious at worst. This parking study is fundamentally flawed from a statistical view and any assertions based upon the study regarding the de minimous impact to the neighborhood by another building with inadequate parking is nothing short of egregious.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood. We need not enable it any further. Any assurances of additional police presence are only platitudinous, as you well know, without substantive concerns voiced by citizens and/or further overt illegal activities caught by the police. In both cases, the quality of life experienced by law abiding residents is negatively impacted.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011-0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal in order for

me to prepare for the City Council hearing on 14 April. Should you have any questions, please contact me at wibradford@comcast.net or the address below.

While I am writing this as a private citizen, please be advised that as President of the Braddock Place Condominium Association, I am also informing you that the Board of Directors of Braddock Place has voted to oppose this development.

Julie Fuerth

From: Jessica McVary
Sent: Monday, March 26, 2012 12:58 PM
To: Julie Fuerth
Subject: FW: Proposed development at 1261 Madison St., Braddock Metro Place

From: Linda E Smith [mailto:linda.smith@earthlink.net]
Sent: Saturday, March 24, 2012 9:14 AM
To: Jessica McVary; Dirk Geratz
Cc: braddockplace@comcast.net; wjbradford@comcast.net
Subject: Proposed development at 1261 Madison St., Braddock Metro Place

I, Linda E. Smith, live at 1200 Braddock Place # 511, Alexandria, VA 22314-1667 and have been a resident of the Braddock Metro community for over 20 years. I wish to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with members of our community to explain the City's planning process and, specifically, plans for this development. I understand your staff provided a very informative session and represented the City well. Thank you.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place. I believe that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

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My concerns are well represented by the president of the Braddock Place Condominium Association, William J. Bradford. He has also communicated with you on this issue. Please give serious consideration to these concerns in your deliberations.

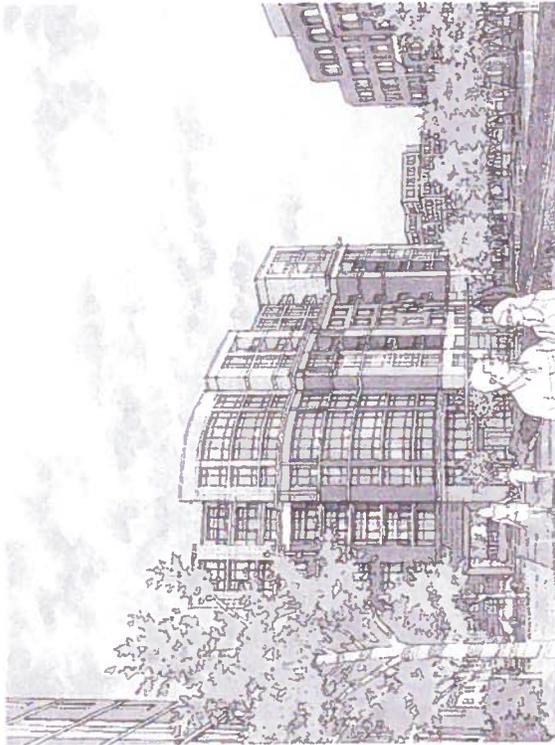
Very truly yours,

Linda E. Smith
1200 Braddock Place # 511
Alexandria, VA 22314-1667
linda.smith@earthlink.net

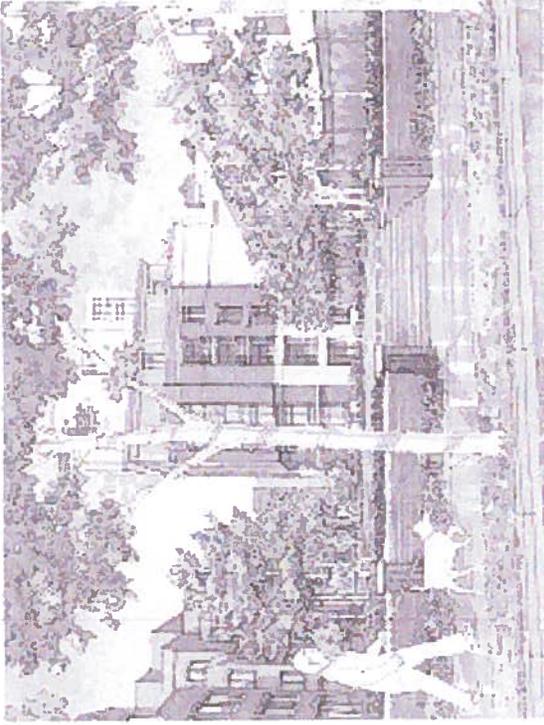
Copy to: William J. Bradford
Mark Adams

BRADDOCK METRO PLACE RESIDENCES
1261 Madison Street

Docket Item No. 5
DSUP #2011-0024



View from Braddock Place Circle



View from Madison St.

I SUPPORT THE BRADDOCK METRO PLACE RESIDENCES PROJECT

Name	Address	Email
Noah Teates	BRADDOCK LOFTS	noah.teates@gmail.com
Angie Teates	BRADDOCK LOFTS	angie.teates@gmail.com
MAYHE KARAM	BRADDOCK PLACE	mayhe.karam@hotmail.com
Fred Richards	Braddock Place	fredr@comcast.net
William J. Camarinos	#814 Braddock Place	BillDRC@aol.com

HOPKINS HOUSE

A Learning Center for Children, Youth, and Families

Alexandria Center
Helen Day Preschool Academy
1224 Princess Street
Alexandria, VA 22314
Telephone: (571) 480-4081
Fax: (703) 683-3056

Fairfax Center
James L. & Juliette McNeil Preschool Academy
8543 Forest Place
Alexandria, VA 22309
Telephone: (571) 480-4261
Fax: (571) 480-4279

October 19, 2011

Ms. Faroll Hamer, Director,
Department of Planning & Zoning
City Hall, 301 King Street, Room 2100
Alexandria, VA 22314

Dear Ms. Hamer:

I write in support of the Braddock Metro Place Residences Project proposed by Braddock Metro Place Investors, LLC, located at 1261 Madison Street – including the applicant’s request for an affordable housing height bonus.

I have had an opportunity to personally see the plans and the model for this development project and believe it will be a great asset to our neighborhood and to the City. This project provides housing within walking distance to Metro, provides significant public open space, incorporates exciting architecture, enhances pedestrian safety in the area, and makes a significant contribution to affordable housing in the City. Additionally, this project conforms to Smart Growth initiatives in the City, including transit oriented development.

These significant public benefits, among many others, strongly support the increase in height as provided for under this proposed development plan.

In the interest of full disclosure, Harry “Bud” Hart is the attorney for this project and a member of the Hopkins House Board of Trustees. My support for this project is given independent of Mr. Hart and conforms with this organization’s longstanding policy and practice of supporting and encouraging residential development around and near Hopkins House facilities and operations that include housing affordable for working families, provide amenities for children, encourage a diverse community of residents, and contribute meaningfully to the Affordable Housing Fund.

Yours truly,



J. GLENN HOPKINS
President

OFFICERS:
Robert “Bob” Bogan
Chair
Mark Eisenhour
Vice Chair
Richard G. Cole, Jr.
Secretary/Treasurer

Julie N. Jakopic
Assistant Secretary/Treasurer
J. Glenn Hopkins
President/CEO

TRUSTEES:
Candy Adams
Kevin Bergen
Richard Belle Isle
Alison DeCoursey
Mary Catherine Gibbs
Harry “Bud” Hart

Valeria S. Henderson
Charmiele Herring
Robert D. Hicks
Clarence A. Johnson
Jeff Kline
Gregory H. Leisch
Amy Liu Witmer

James McNeil
Juliette McNeil
Alvin Nashman
Lee Quill
Justin Marshall Wilson

Ms. Faroll Hamer, Director
Department of Planning & Zoning,
City Hall, Room 2100
301 King Street
Alexandria, VA 22314

Dear Ms. Hamer,

I support the Braddock Metro Place Residences Project by Braddock Metro Place Investors, LLC, located at 1261 Madison Street. I am writing to encourage you to support their Project, with an affordable housing height bonus.

Alexandria should support Smart Growth initiatives, including transit oriented development, of which the Braddock Metro Place Residences is a fine example. I have had an opportunity to see the plans and the model for the Project and think this residential development will be a great asset to our neighborhood. The project provides an influx of residents within walking distance to Metro, provides significant public open space, incorporates extraordinary architecture, and enhances pedestrian safety in the area, as well as provides a significant contribution to affordable housing in the City. These significant public benefits, among many others, strongly support the increase in height provided under the plan.

I support the effort to enhance this neighborhood in close proximity to the Braddock Road Metro. Please give this plan your full support.

Sincerely,



Name: Jason Musleh
Address: 1320 Braddock Place
Alexandria VA 22314
Email Address: Sophias.cafe@Verizon.NET

Ms: Faroll Hamer, Director
Department of Planning & Zoning,
City Hall, Room 2100
301 King Street
Alexandria, VA 22314

10/25/11

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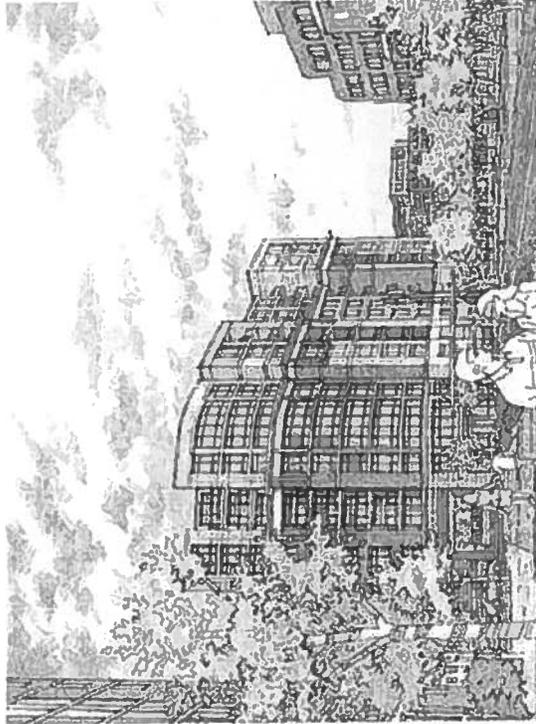
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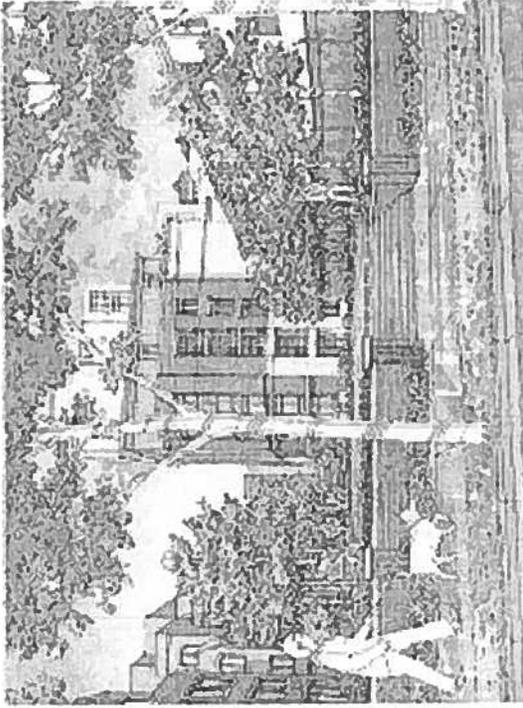
Sincerely, 

Name: John Albert
Address: 1115 Wythe Street
Alexandria VA 22314
Email Address: johnalbert1@yahoo.com

BRADDOCK METRO PLACE RESIDENCES
1261 Madison Street



View from Braddock Place Circle



View from Madison St.

I SUPPORT THE BRADDOCK METRO PLACE RESIDENCES PROJECT

Name	Address	Email
John Albert	1115 Wythe Street Alex. VA 22314	johnalbert1@yahoo.com

James McNeil

1 Wharf Street
Alexandria, Virginia 22314

18 November 2011

Ms. Faroll Hamer
Director, Department of Planning & Zoning
City Hall
301 King Street, Room 2100
Alexandria, VA 22314

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I write in support of the Braddock Metro Place Residences Project proposed by Braddock Metro Place Investors, LLC, located at 1261 Madison Street.

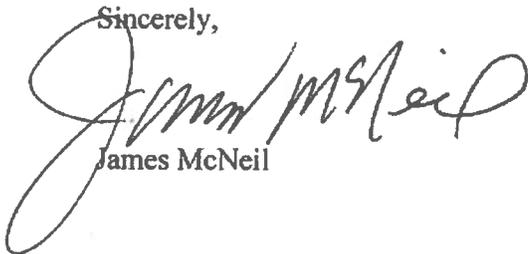
My wife and I are property owners at 1200 Braddock Place and have reviewed the plans and the model for this development project. We believe it will be a great asset to our neighborhood.

We are very pleased to see that this project will provide over \$600,000 in value for affordable housing, including on site units and cash contributions to the city affordable Housing Trust Fund.

We support this project because it encourages a diverse community of residents, provides significant public open space and conforms to the Smart Growth initiatives in the city. Further, this project will improve economic sustainability in the area.

We strongly support this project.

Sincerely,



James McNeil

cc: Bud Hart

Ms. Faroll Hamer, Director
Department of Planning & Zoning,
City Hall, Room 2100
301 King Street
Alexandria, VA 22314

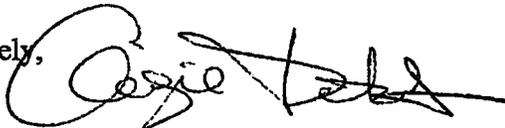
Dear Ms. Hamer,

I support the Braddock Metro Place Residences Project by Braddock Metro Place Investors, LLC, located at 1261 Madison Street. I am writing to encourage you to support their Project, with an affordable housing height bonus.

Alexandria should support Smart Growth initiatives, including transit oriented development, of which the Braddock Metro Place Residences is a fine example. I have had an opportunity to see the plans and the model for the Project and think this residential development will be a great asset to our neighborhood. The project provides an influx of residents within walking distance to Metro, provides significant public open space, incorporates extraordinary architecture, and enhances pedestrian safety in the area, as well as provides a significant contribution to affordable housing in the City. These significant public benefits, among many others, strongly support the increase in height provided under the plan.

I support the effort to enhance this neighborhood in close proximity to the Braddock Road Metro. Please give this plan your full support.

Sincerely,



Name:

ANGIE TEATES

Address:

125 WYTHE ST
ALEXANDRIA, VA 22314

Email Address:

angie.teates@gmail.com

Ms. Faroll Hamer, Director
Department of Planning & Zoning,
City Hall, Room 2100
301 King Street
Alexandria, VA 22314

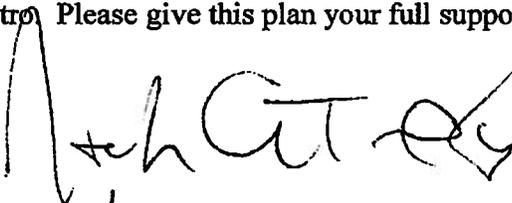
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Sincerely,



Name:

Noah Teates

Address:

1125 WYTHE ST

ALEXANDRIA, VA 22314

Email Address:

noah.teates@gmail.com

Julie Fuerth

From: Dirk Geratz
Sent: Wednesday, March 28, 2012 8:19 AM
To: Julie Fuerth
Cc: Jessica McVary
Subject: FW: Braddock METRO APT BLDG AT MADISON

Julie:

Another resident letter regarding the Braddock Metro Place project. Please forward to Planning Commission.

Thanks!

Dirk H. Geratz, AICP
Principal Planner
703.746.3815

-----Original Message-----

From: peterdcrockett@aol.com [<mailto:peterdcrockett@aol.com>]
Sent: Wednesday, March 28, 2012 12:13 AM
To: Jessic.McVary@alexandriava.gov; Dirk Geratz
Subject: Braddock METRO APT BLDG AT MADISON

DEAR MS. MCVary and Mr. Dirk Geratz

Please give careful consideration to the new application for bldg permit for the above construction; it occupies the only green space in the neighborhood. It is of poor design overwhelming the character of the same and leaves absolutely no sense of community. Is this Alexandria's next condo canyon filled with anonymous taxpayers beholden to real estate interests as your board appears to be? Please pay attention to us and our needs. This neighborhood of young and old is no longer a passive political entity.

Give this consideration with us in mind.

Thank you
Peter Crockett
1200 Braddock Place Apt 815
Alexandria, VA 22314

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Julie Fuerth

From: Amanda Marsh <manjman06@gmail.com>
Sent: Wednesday, March 28, 2012 6:35 PM
To: Faroll Hamer; PlanComm; Dirk Geratz; Jessica McVary
Subject: Opposition to 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

I, Amanda Marsh, live at 1200 Braddock Place # 505, Alexandria, VA 22314 and have been a resident of the Braddock Metro community for almost 2 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with me and other members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan, as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan. Additionally, neither of the two proposed apartment buildings is part of the 2008 approved plan. Rather, that plan calls for either a green space or an office building not to exceed 77'.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation

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strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At several meeting at the end of 2011, the developer proffered the opinion that this new development would help increase the property values of our Condominiums and the adjacent Townhouses. Increasing the value of our single most important investment is an obvious incentive for us. However, to date, we have seen no documentation on how building rental property in the area, especially in light of two other large rental properties presently under construction, would positively contribute toward increased property values for condo and town home owners. We would therefore appreciate the City and developer sharing the economic and market analysis with the local community to prove this assertion. This type of information exchange would greatly improve our residents understanding and perhaps change support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment be provided to the City and the condominium and town home associations as preparatory material prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and cause potentially detrimental economic impact to the extant property owners. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan. Further, the data provided by the developer regarding parking in the area is misleading and inaccurate at best or specious at worst. This parking study is fundamentally flawed from a statistical view and any assertions based upon the study regarding the de minimous impact to the neighborhood by another building with inadequate parking is nothing short of egregious.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood. We need not enable it any further. Any assurances of additional police presence are only platitudinous, as you well know, without substantive concerns voiced by citizens and/or further overt illegal activities caught by the police. In both cases, the quality of life experienced by law abiding residents is negatively impacted.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal in order for me to prepare for the City Council hearing on 14 April. Should you have any questions, please contact me at manjman06@gmail.com or the address below.

While I am writing this as a private citizen, please be advised that as Vice President of the Braddock Place Condominium Association, I am also informing you that the Board of Directors of Braddock Place has voted to oppose this development.

Respectfully submitted,

Amanda Marsh

1200 Braddock Place # 505
Alexandria, VA 22314

Julie Fuerth

From: Jessica McVary
Sent: Thursday, March 29, 2012 3:42 PM
To: Julie Fuerth
Subject: FW: Opposition to DSUP #2011-0024

Jessica McVary, AICP, LEED AP
Urban Planner, Development
City of Alexandria
Department of Planning and Zoning
703-746-3813
www.alexandriava.gov

From: Lindsay Low [mailto:lindsaylow@gmail.com]
Sent: Thursday, March 29, 2012 1:20 PM
To: Jessica McVary; Dirk Geratz
Subject: Opposition to DSUP #2011-0024

To whom it may concern:

I, Lindsay M. Low, live at 1200 Braddock Place # 415, Alexandria, VA 22314-1667 and have been a resident of the Braddock Metro community for over 3 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent

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decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

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Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At several meeting at the end of 2011, the developer proffered the opinion that this new development would help increase the property values of our Condominiums and the adjacent Townhouses. Increasing the value of our single most important investment is an obvious incentive for us. However, to date, we have seen no documentation on how building rental property in the area, especially in light of two other large rental properties presently under construction, would positively contribute toward increased property values for condo and town home owners. We would therefore appreciate the City and developer sharing the economic and market analysis with the local community to prove this assertion. This type of information exchange would greatly improve our residents understanding and perhaps change support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment be provided to the City and the condominium and town home associations as preparatory material prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and cause potentially detrimental economic impact to the

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Thank you for allowing me to express my concerns.

Respectfully submitted,

Lindsay M. Low

1200 Braddock Place # 415

Alexandria, VA 22314-1667

We, Allison and Ryan Boyle, live at 1200 Braddock Place # 515, Alexandria, VA 22314-1667 and have been residents of the Braddock Metro community for over 7 years. This communication is to formally express our opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, we request this e-mail be part of the file and put on the record.

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Thank you for allowing us to express our concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012 consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). We also request that the Planning Commission inform me of any recommendations or decisions on this proposal in order for us

to prepare for the City Council hearing on 14 April. Should you have any questions, please contact us at albrooks2003@yahoo.com or the address below.

Respectfully submitted,

Allison and Ryan Boyle

1200 Braddock Place # 515
Alexandria, VA 22314-1667

Julie Fuerth

From: Kendra Jacobs
Sent: Monday, April 02, 2012 12:28 PM
To: Julie Fuerth
Subject: FW: Proposed 1261 Madison St. Development

Importance: High

From: Faroll Hamer
Sent: Monday, April 02, 2012 12:28 PM
To: Kendra Jacobs; Gwen Wright
Subject: FW: Proposed 1261 Madison St. Development
Importance: High

From: Wendy Hogan [<mailto:wmhogan@live.com>]
Sent: Monday, April 02, 2012 11:21 AM
To: PlanComm; Faroll Hamer
Cc: William Eulle; Kerry Donley; Paul Smedberg; Rob Krupicka; Frank Fannon; Alicia Hughes; delpepper@aol.com
Subject: Proposed 1261 Madison St. Development
Importance: High

Dear Members of the Alexandria Planning Commission,

In preparation for the April 3, 2012 hearing regarding the proposed 1261 Braddock Metro Place development and as President of the Braddock Place Townhouse Owners Association (BPTHOA), I would like to clarify that the majority of our residents are not opposed to developing the 1261 Madison St. site. What we are vehemently opposed to is the proposed development currently under consideration -- both Option A and B. Each is a behemoth that is neither in line with the approved 2008 Braddock Metro Neighborhood Plan nor with the existing Townhouses, and would greatly encroach on the privacy of our Townhouse residents.

In addition to issues previously stated by many of our residents in prior correspondence to you, we emphasize the following concerns:

1. **Soundness of the land** on which the structure is to be built and how it may greatly affect the Townhouse properties from a structural basis.
2. **Proximity to the Townhouses** -- 16' to 30', depending on which Option. This significantly impedes on the privacy of our Townhouse residents, particularly those end units nearest the proposed development. In addition, the pool section of the proposed development also provides for an outdoor kitchen area with grill, tables, etc. -- again abutting our end unit Townhouses. We endure a pollution of noise 24/7 from the Adkins housing; now we're to be provided similar from our potential northern neighbors?
3. **Parking** - The Gorove/Slade parking study is rife with inaccuracies and inconclusiveness. In an area subject to continual ebbs and flows of parking availability depending on time of day and day of week, how can any sound conclusion be drawn based on a study that looked at only two days of the week -- Thursday and Saturday? On a recent Saturday mid-afternoon on which no events were taking place in Alexandria or Washington, DC (which would cause increased Metro use and, therefore, increased street parking), I had to park 4 blocks away due to lack of available street parking. To make matters worse, the proposed development calls for the creation of a 120' "No Parking, Bus Stop Zone" on the north side of Madison St. just past the Townhouses westernmost driveway. In an area already severely lacking in available street parking and with the Braddock Metro Station with ample bus stops a mere 1/2 block away, this begs the question WHY?

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4. **Lack of Retail** - When asked of Mr. Hart at the last Community Meeting why there was no retail included in the proposed development, Mr. Hart waved his hand saying there's plenty of retail space in the existing office buildings. Those office buildings are poorly designed for retail. Moreover, in my 10.5 years as a BPTH resident, there have only been 3 retailers in those buildings -- a catering company, an art gallery and a hair salon -- all of which moved out 3-5 years ago. Under the 2008 approved Braddock Metro Neighborhood Plan, the 1261 Madison St. site was approved as a mixed use, i.e., business/retail/residential site. Why the deviation? This area is severely lacking in retail and therefore necessitates the use of a car for shopping.
5. **Park Security** - While we are thankful that some green space is being retained in the proposed development, our concerns for security remain. The proposed development was amended to include nighttime park security yet when asked at the last Community Meeting specifics as to the type of security to be provided, Mr. Hart again waved his hand saying 'we don't know yet'. How reassuring is this to residents of a community that live 24/7 with illegal drug, prostitution and other undesirable activities? As highlighted in prior correspondence, there is only 1 public entrance/exit to the park; all other entrances/exits are on private property. Though seemingly attractive, the proposed park landscaping-- "extensive planting of trees and shrubs" -- provides a lack of clear visibility on the park's boundaries for both park visitors and police surveillance. Again, this provides a haven for criminal activities already prevalent in our neighborhood. The Planning Department staff advised us that they feel there is more than adequate visibility and security vis-a-vis the private entrances to the proposed building. While we appreciate their thoughts, we can only surmise they assume that the apartment dwellers will be watching the park 24/7 from their windows. With all due respect, we live in this neighborhood and know its activities extremely well; the developers and planners do not.

Many of our residents and neighbors would prefer the current 1261 Madison St. green space be developed into a park, especially in light of the towering buildings and loss of green space that the approved Braddock Metro Neighborhood Plan encompasses. We understand that the current Post Office location on N. Henry St. between Wythe and Pendleton Sts. has been designated as a park and that the section along Pendleton St. has already been purchased. We also know that the USPS has not slated this Post Office for closure therefore making the City's purchase of that property unlikely anytime soon. One of several questions arise -- how safe is it for children to play in a park located along a busy thoroughfare like Route 1?

The 1261 Madison St. green space is already that -- a green space with nothing to demolish. The Braddock Metro Neighborhood Plan states that Braddock Place will be a major walkway artery from surrounding neighborhoods to the Metro. In its recent recommendation to the Planning Commission, Planning Department staff already recognize it as a heavily traveled pedestrian route. To develop it as a park will provide an oasis in an area that is becoming a sea of brick and mortar. Workers from nearby office buildings -- existing and those to be constructed -- can enjoy lunch and breaks in the park, children from the local residences can play and pedestrians walking to/fro the Metro can pause to enjoy it as well. Retail on that site -- a cafe or small grocery store -- would be an added and welcomed benefit. Given the amount of housing being developed in the Braddock Metro area and the potential influx of families, part of this site would also be ideal as a daycare center.

Should retaining the 1261 Madison St. site as a park not be a viable option, then we would be most open to smaller scale residential units, such as the 3-story units fronting the Asher development along Wythe and Payne Sts., with some retail. Again, these type units combined with green space would be a very welcomed plan for our residents.

The focus of the approved 2008 Braddock Metro Neighborhood Plan is on smart positive growth. The currently proposed 1261 Madison St. - Braddock Metro Place is neither smart nor positive and adds no value to our neighborhood. Let's work together to develop this parcel of land in line with the original 2008 Braddock Metro Neighborhood Plan and with what the residents on the adjacent properties would welcome.

I request this email be part of the file for 1261 Madison Street/Braddock Place Metro (DSUP#2011-0024) and put on the record.

Respectfully submitted,
Wendy M. Hogan, President
Braddock Place Townhouse Owners Association

Julie Fuerth

From: Jessica McVary
Sent: Thursday, March 22, 2012 4:32 PM
To: Julie Fuerth
Subject: FW: Proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024).

Jessica McVary, AICP, LEED AP
Urban Planner, Development
City of Alexandria
Department of Planning and Zoning
703-746-3813
www.alexandriava.gov

From: Stacey Carter [mailto:stcy.carter@gmail.com]
Sent: Thursday, March 22, 2012 4:23 PM
To: Jessica McVary; Dirk Geratz
Subject: Proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024).

I, Stacey F. Carter, live at 1200 Braddock Place #302, Alexandria, VA 22314-1667 and have been a resident of the Braddock Metro community for over 12 years. This communication is to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this e-mail be part of the file and put on the record.

Let me first thank you and the leadership of the Alexandria City Planning Commission for taking the time to personally meet with members of our community to explain the City's planning process and, specifically, plans for this development. Your staff provided a very informative session and represented the City well. Thank you for reaching out to us and for their insight.

That said, I respectfully oppose the approval of a development special use permit (#2011-0024) at 1261 Madison Street, Braddock Metro Place for the following reasons: Compliance with approved city height restrictions, safety, transportation congestion, economic impact, and an overall assessment that this proposed development is largely inconsistent with the approved planning guidelines of the Braddock Neighborhood Metro Plan as described in <http://alexandriava.gov/uploadedFiles/planning/info/braddock/BraddockMetroPlanscreen041108.pdf>. My specific objections for opposing this proposal include the following:

Transparency and decision-making based on informed analysis: After months of discussion, it is not clear to me nor to the residents of our community how this proposal is in the best interest of community and City of Alexandria. To date, neither the developer nor representatives of the City have clearly articulated the benefits to the community and City of Alexandria. In fact, from a value proposition (one that considers what would be in the best interest of the community and the City relative to the Braddock Neighborhood Metro Plan) neither the City nor the developer have released the results of an independent cost-benefit analysis—or even an analysis internal to City planners. We are very concerned about the lack of transparency and apparent decision-making process that may not be fully informed. To that end, I request the City publish the results of the cost-benefit analysis conducted to date. I believe that information should be available to community and Commission members before the April 3, 2012 Commission meeting. With that information available, our Planning Commission and the community will have a fully informed set of options and a clear understanding of the City planners assessed impacts with respect to the published guidelines of the Braddock Neighborhood Metro Plan.

Compliance with Approved City Height Restrictions and Offset: According to the Braddock Metro Neighborhood Plan, as approved by the Alexandria City Council on March 15, 2008, the Building Heights and Massing diagram for the Braddock Metro neighborhood specifically shows the 1261 Madison site to be of medium height at 77', with "taller buildings clustering closer to the Metro station and especially at the Northern Gateway Area." Further, "most of the blocks indicate heights that are the current

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maximum allowed by zoning, through the Special Use Permit (SUP) process. The only areas where the Plan recommends increases in maximum height are at the Northern Gateway and the Metro site." With respect to the Metro site itself, the "Plan recommends raising the maximum height to 77' at the Metro site. This height is the same as at Colecroft Station, across Braddock Road to the south, and will complement the taller 85-foot buildings at Braddock Place immediate to the north of the Metro site. Maintaining these heights around the Metro station will establish this as the preferred locus of future development and discourage inappropriately large development at sites away from the Metro." According to the information provided both verbally and in the distributed brochure at the October 19, 2011 meeting, the proposed height of this building varies from 54' to 99', with a large part of the building being at the 99'. This clearly is not in compliance with the March 2008 approved Braddock Metro Neighborhood Plan. Additionally, neither of the two proposed apartment buildings is part of the 2008 approved plan. Rather, that plan calls for either a green space or an office building not to exceed 77'.

Safety and Engineering Assessment: On August 7, 2011 a construction site mishap that occurred in Rosslyn, Virginia, in which a failed retaining wall led to the condemnation of the nearby apartment complex resulted with the eviction of some 30 residents at their own personal expense. In addition to the normal settling of a home, we're already experiencing additional cracks and settling as a result of other nearby construction. Given the tremendous vibrations experienced by the majority of our residents this past summer while drilling and soil testing was performed on the proposed development site, we are extremely concerned about the possibility of further damage to the properties in the local community. Even more disquieting for our residents is the potential for a similar construction mishap in our neighborhood. Not knowing the specifics of the planned construction is of great concern to our residents. I request the opportunity to review the developer's safety and engineering assessments as well as the mitigation strategy that will avert a similar construction mishap. I request this information be available to the community prior to the April 3, 2012 Planning Commission meeting.

Economic Impact to Braddock Place Townhouses and Condominiums: At several meeting at the end of 2011, the developer proffered the opinion that this new development would help increase the property values of our Condominiums and the adjacent Townhouses. Increasing the value of our single most important investment is an obvious incentive for us. However, to date, we have seen no documentation on how building rental property in the area, especially in light of two other large rental properties presently under construction, would positively contribute toward increased property values for condo and town home owners. We would therefore appreciate the City and developer sharing the economic and market analysis with the local community to prove this assertion. This type of information exchange would greatly improve our residents understanding and perhaps change support for the developer's proposal. Again, with respect to informed decision-making and transparency of information, I request the developers economic assessment be provided to the City and the condominium and town home associations as preparatory material prior to the April 3, 2012 meeting.

Transportation Congestion: According to the City's March 2008 "Braddock Metro Neighborhood Plan," the "Plan anticipated a 20-year build-out that could include nearly 250 townhouse units and over 1,700 multifamily units." In that planning consideration, the City also assumed that: "New development projects will provide enough underground parking to avoid aggravating the on-street parking crunch, but not so much that it encourages households to own additional automobiles or employees to drive to work. Mixed-use development sites will share parking among different users who park at different hours of the day." I believe the residents of this community have not been adequately informed on the cumulative impact to transportation congestion if this proposal is approved. For example, in addition to the proposed new construction, there are currently two sites under development, within two blocks of this planned site, that are not fully in compliance with the original plan (i.e. reduced dedicated retail SQ ft). These changes will greatly affect transportation congestion and cause potentially detrimental economic impact to the extant property owners. I do not believe that the cumulative traffic and economic impact has been thoroughly reviewed or addressed. If all development efforts are allowed to deviate from the "plan", then one has to ask if the plan itself is at risk of becoming obsolete and perhaps we as a community should consider developing a new plan before approving additional exceptions to the plan. Further, the data provided by the developer regarding parking in the area is misleading and inaccurate at best or specious at worst. This parking study is fundamentally flawed from a statistical view and any assertions based upon the study regarding the de minimous impact to the neighborhood by another building with inadequate parking is nothing short of egregious.

Public right-of-way for surveillance: Given the looped walkway design and landscaping, there is a significant lack of good visibility not only for park visitors but police surveillance as well. There is only one public entrance/exit to the park; the other three surroundings sides are not public. Again, this provides very poor visibility and instead creates a haven for drug activity, loitering and other undesirable activities. Illegal drug activity is already a prevalent problem in our neighborhood. We need not enable it any further. Any assurances of additional police presence are only platitudinous, as you well know, without substantive concerns voiced by citizens and/or further overt illegal activities caught by the police. In both cases, the quality of life experienced by law abiding residents is negatively impacted.

Thank you for allowing me to express my concerns. I request the Planning Commission provide me with the information and analysis specifically referenced in the body of this email in time to provide an informed opinion at the Commission's April 3, 2012

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consideration for a special use permit proposed development at 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024). I also request that the Planning Commission inform me of any recommendations or decisions on this proposal in order for me to prepare for the City Council hearing on 14 April. Should you have any questions, please contact me at stcy.carter@gmail.com or the address below.

While I am writing this as a private citizen, please be advised that the Board of Directors of Braddock Place has voted to oppose this development.

Respectfully submitted,

Stacey F. Carter

1200 Braddock Place # 302

Alexandria, VA 22314-1667

Julie Fuerth

From: Jessica McVary
Sent: Tuesday, April 03, 2012 10:19 AM
To: Julie Fuerth
Subject: FW: 1261 Madison Street/Braddock Place Metro Project

Jessica McVary, AICP, LEED AP
Urban Planner, Development
City of Alexandria
Department of Planning and Zoning
703-746-3813
www.alexandriava.gov

From: Linda Pipilo [<mailto:lpipilo@yahoo.com>]
Sent: Tuesday, April 03, 2012 12:38 AM
To: Jessica McVary; Dirk Geratz
Cc: manager@braddockplace.com
Subject: 1261 Madison Street/Braddock Place Metro Project

Dear Ms. McVary and Mr. Geratz:

My name is Linda Pipilo and I live at 1200 Braddock Place #209, Alexandria, VA 22314-1667. I have lived at this address for ten years. I am writing to formally express my opposition to the proposed development at 1261 Madison Street/Braddock Place Metro (DSUP #2011-0024). In anticipation of the April 3, 2012 Planning Commission's hearing on this proposed development, I request this email be part of the file and put on the record.

My reasons for opposing this permit are several but the most important are: the loss of the plaza and green space, and an increase in the amount of traffic in the area.

We will be losing the only green space in our area and the lovely attached plaza. The grassy area that is scheduled for development is used by the area residents for various purposes. Many use it for impromptu games of football, soccer, and Frisbee. Children play in the space. It's a pleasure to see the children playing in the park area and bike riding or skate boarding in the plaza rather than sitting at home with a video game. Many dog owners use it as a gathering area for their pets to play with other neighborhood dogs. There are no other parks or green spaces available to us in the Parker Gray area. Without this area, we will have to drive to Oronoco Park or the GW Parkway. I personally want a green space within a short walk to enjoy the fresh air.

My other concern is the increased traffic in our area. At this time, drivers use N. Fayette (a 2-lane street) as an alternate for traffic backups on Route 1 South. The increased traffic makes it difficult to enter Braddock Place or exit our parking lot. We also have 2 construction sites in progress in our area. One began a few weeks ago directly across N. Fayette Street from Braddock Place Condos. It will be a mixed use building – bringing retail shoppers, office workers, and residents. Two blocks away on Wythe and N. Fayette, a very large condo site is nearing completion. With these new buildings, the increased traffic will be a nightmare! How can we accommodate the traffic from a third building? If members of the Planning Commission and City Council are not familiar with the streets in Parker Grey, I would be happy to be their guide.

I urge the Planning Commission and City Council to refuse to permit the 1261 Madison Street/Braddock Place Metro (DSUP#2011-0024) project to move forward.

Regards,

Linda Pipilo

City of Alexandria
Honorable William D. Euille
City Council Members
Planning and Zoning Commission Leadership
301 King Street
Alexandria, Va 22314

April 1, 2012

Gentlemen and ladies:

As an owner adjacent to the proposed 1261 Madison Street/Braddock Place Metro (DSUP #2011-0024) project, we wish to thank you for the opportunity to provide a perspective. We've attended various planning meetings of this proposed development as well as planning meetings for the Braddock Road Metro Neighborhood. We would like to offer an objective perspective of the proposed development; the factions are pretty well defined: The Preservationists versus the economic/business interests. Your leadership is challenged to balance these opposing factions.

We would oppose the development of this postage stamp size piece of green space based on the following considerations:

The Elements of Liveability-see attached

The Open Space Master Plan- see attached

The Inadequate Infrastructure to absorb an 8 to 11 story apartment building

The evolving Braddock Road Metro Neighborhood Plan is eroding the character and charm of Old Town Alexandria

The study of Liveability in combination with the Open Space Master Plan undertaken by the City in conjunction with the Braddock Road Metro Neighborhood process was intended to create a "sense of place" and balance smart growth with quality of life. We cite the goals of the Open Space Master Plan:

"Creating an open space network, 'the Green Crescent' in new development areas"

"Creating public open space from vacant land"

"Encouraging the creation of Civic Parks at Metro Stations"

"Protecting privately-owned open spaces"

We will quote a neighboring official (see attached article): "Dogs and owners gather at Fort Allen Dog Park". The county realizes that parks are "about people coming together and building communities." A developer may argue that density around metro stops precludes community amenities and quality of life. Does Alexandria want to create another Ballston or Roslyn? At Braddock Place Metro, 1261 Madison Street, Alexandria has a "last chance" opportunity to honor its planning principles.

With regard to infrastructure, Braddock Place is a ½ block cul de sac. An 8 to 11 story building would be a disaster. Fayette Street has seen the addition of the Monarch/Henry, Payne Street Condominium, The Lofts, Meridian 2, now The Madison/Henry/Fayette project and the projected Jaguar development.

Metro residents would appeal to your leadership to balance your community's priorities.

Respectfully submitted,

Marion Lewis-Hary
Frederic Hary

The Elements of Livability: Placemaking in the Braddock Metro Area

Braddock Metro Neighborhood Plan Worksession I

November 12, 2007

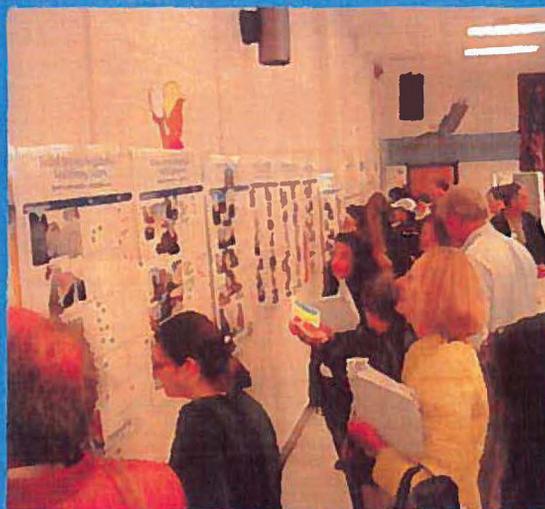
David Dixon FALA Goody Clancy

David.Dixon@goodyclancy.com



AGENDA

- Urban design framework composite diagrams
- Elements of livability within the public realm
- Defining and activating a vibrant public realm



Braddock Metro Neighborhood Plan charrette on November 3

Elements of livability within the public realm

Pocket parks and plazas

- Partially surrounded by public streets or buildings right to the edge
- Retail uses immediately adjacent should spill out into the space
- Can be passive green space or active plaza space
- Lots of seating options



New York, NY



Boston, MA



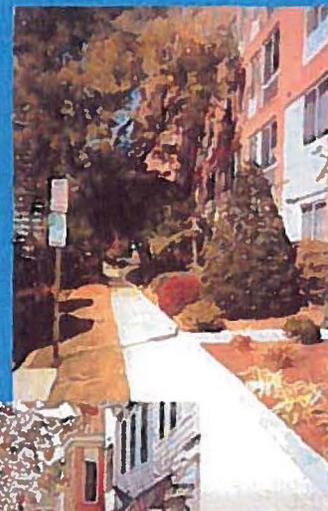
Alexandria, VA

Existing landscape to be removed

Elements of livability within the public realm

Residential sidewalk design

- Landscaped setbacks between 6' - 15' from the sidewalk
- 6' - 8' sidewalk separated from the curb by 4' - 6' planting strip
- Curb-side parking and regularly-spaced street trees and lights
- Front doors should be no more than 6' above grade



Atlanta, GA

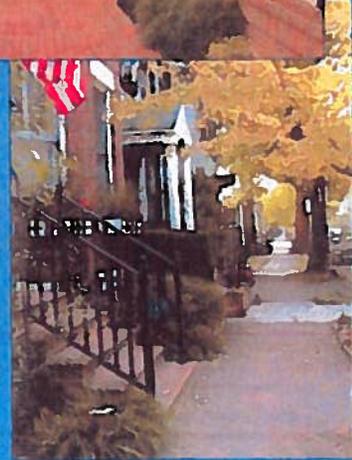
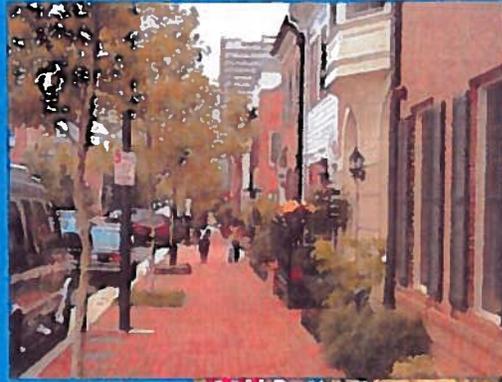


Keatlands, MD

Elements of livability within the public realm

Residential sidewalk design

Local Examples



Elements of livability within the public realm

Residential sidewalk design for mid-rise



Urban design

Suburban design

Meridie

1-9-07

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 4, 2007

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER *J*

SUBJECT: REPORT ON THE CITY OF ALEXANDRIA'S OPEN SPACE PLAN IMPLEMENTATION

ISSUE: Increasing and preserving Open Space in the City.

RECOMMENDATION: That Council receive this report on Open Space Plan implementation.

BACKGROUND: At the September 20, 2005, City Council Public Hearing, I recommended deferral of two docket items related to open space: the "*Recommendations of the Open Space Steering Committee (OSSC) 2005 Report*" and the "*Open Space Steering Committee Pocket Park Recommendations*." Deferral was requested in order to provide staff time for additional analysis of the sites, and further communication with property owners associated with the listed sites. Staff completed this work, and in the ensuing time period, the City has focused on acquiring additional open space and has achieved significant gains in our open space program through voluntary and cooperative work with property owners and the community. Since 2004 the City has acquired via purchase or dedication some 21.455 acres of open space which represents a major achievement toward Council's adopted Open Space Plan goals. In addition, some 26.675 acres are planned for future dedication or acquisition. This brings the total acquisition or future dedication to 48.1 acres. This does not count other open space dedications planned before 2004, such as the 60 acres of open space to be obtained from the Potomac Yard development. The purpose of this docket item is to provide City Council with an update regarding:

1. Additional community outreach and analysis of potential Valuable Open Space Sites;
2. Significant gains in achieving the goals of the Open Space Master Plan;
3. Additional information regarding estimated maintenance costs for parks/open space;
4. Future planned open space preservation activities and a strategy for increased public outreach and education; and
5. Significant efforts and work of the Open Space Steering Committee.

OPEN SPACE MASTER PLAN REPORT ON GOALS ACHIEVED TO DATE

Goals, Recommendations and Implementations

As listed in the Open Space Plan, fifteen goals and associated recommendations provide the overall framework for the Open Space Master Plan adopted by City Council in 2003. These goals include:

1. Protecting and enriching existing parks;
2. Developing innovative opportunities for creating additional open space;
3. Completing implementation of the Potomac River Waterfront Plan;
4. Protecting and preserving institutional space;
5. Creating an open space network, "The Green Crescent" in new development areas;
6. Protecting and preserving institutional space;
7. Maximizing the use of public school open space areas to satisfy local needs
8. Preserving and protecting cemeteries;
9. Creating public open space from vacant land.
10. Linking and expanding the pedestrian, bicycle and trail system;
11. Enhancing streetscapes and gateways;
12. Expanding citywide street tree program and protecting existing trees and woodland areas;
13. Encouraging the creation of Civic Parks at Metro Stations;
14. Beautifying interchanges and highway corridors;
15. Protecting privately-owned open space.

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METRO

SUNDAY, OCTOBER 28, 2007



PHOTOS BY CAROL SUZY — THE WASHINGTON POST

Dogs and owners gather at Arlington's Fort Ethan Allen dog park. The county realizes the parks are "about people coming together and building communities," one official said. A 2002 survey commissioned by the county found that more people use the dog parks than its soccer fields.

For Canines (and People, Too)

Dog Parks Are Becoming the Preferred Place to Meet and Greet

By DANIELA DEANE
Washington Post Staff Writer

Sherrard Foster's marriage of 30 years broke up recently, and she's now going through a painful divorce. Her elderly father died a few weeks ago after a lengthy illness. And her multiple sclerosis is advancing again after years of remission.

In the midst of all that heartache, though, there's still one thing she looks forward to every day: spending a couple of hours with her best friends, and her golden retriever Abby, at an Arlington County dog park.

"I'd be suicidal if I didn't have this park," Foster, 62, said recently as she sat on a picnic table surrounded by friends — and dogs — at the Fort Ethan Allen park. "Coming here is the central part of my day. I couldn't live without it."

The local dog park has found a permanent home in the Washington region, evolving into a place where people can find and build a community in a sprawl-



Sherrard Foster is one of an estimated 18,000 people at Arlington County's eight dog parks regularly. "I couldn't live without it," she said.

ing metropolitan area that offers few venues outside the workplace to make friends, particularly for baby boomers or for those who find themselves alone.

Once a bone of contention in some communities, local officials are catching on to how important these parks have become, not so much for dogs but for their owners. In recent years, two dozen have opened across the region, including eight in Arlington, seven in Fairfax County and three in Prince George's County. The District and Prince William County, which have no designated public off-leash areas for dogs, are set to get on board.

"At first, people questioned why we were building parks for dogs," said Tim White, acting director of the Fairfax County Park Authority, which has opened seven dog parks since 2000. "But they're not for dogs. They're for people. Saying you're building a dog park for dogs is like saying you're building a golf course for

See DOG PARKS C11, Col. 1



ON WASHINGTONPOST.COM

To use an interactive map of dog parks in the region and see a panoramic photo of Fort Ethan Allen park, go to www.washingtonpost.com/metro.

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March 29, 2012

Mr. John Komoroske, Chairman
and Members
Alexandria Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

DSUP 2011-0024 - Braddock Metro Place

Dear Chairman Komoroske and Members,

I am writing on behalf of Washington Real Estate Investment Trust (WRIT), the owner of the Braddock Place office buildings adjacent to the proposed Braddock Metro Place residential proposal. WRIT met with the representatives of Braddock Metro Place and identified several concerns about the proposal which can be resolved through changes to the proposed DSUP conditions. I have attached our proposed changes to this letter.

Pedestrian Access Across WRIT Property (Proposed Condition 6A)

Unlike the existing residential and office buildings on Braddock Place, the Applicant's proposal has a smaller, unstaffed secondary pedestrian entrance on Braddock Place. The main lobby entrance to the proposed building is not located on a public street or right-of-way, but instead, by design, faces and directs residents and guests across the Braddock Place Office Plaza toward the Metro station. Furthermore, there are no easements or right-of-ways allowing pedestrian access across the office plaza. WRIT is willing to consider allowing for pedestrian access subject to an access and maintenance agreement to be negotiated with the Applicant.

Replacement of Office Plaza Fountain (Revised Condition 17)

The Applicant proposes to remove the existing fountain that serves as a primary amenity of the office plaza. WRIT would not object to replacement of the fountain with a site amenity such as public art, a trellis or landscape feature elsewhere on the Braddock Place property provided that the Applicant is responsible for the cost of the replacement amenity. WRIT estimates the cost to reconstruct the fountain at approximately \$350,000. The existing fountain serves the office plaza. We believe the replacement should be an amenity serving the office plaza as well as the new residential tenants and should be located on the office plaza or adjacent to the office plaza on the Applicant's property.

Compatibility of Design with Office Plaza (Proposed Condition 20A)

Because the subject property was originally planned as part of the Braddock Place development and will abut the office plaza, the landscape design should be compatible with the office plaza. The proposed condition provides for review and comment from WRIT.

Balconies and Windows Facing the Office Buildings (Proposed Condition 24A)

The proposed residential balconies and windows facing the existing office building will be in close line of sight of the office tenants. The proposed condition will require that the balconies and window treatments remain as they are shown on the drawings without clutter or lack of uniformity.

Mitigation of Construction Impacts (Proposed Conditions 72A, 77A, 88A, and 105)

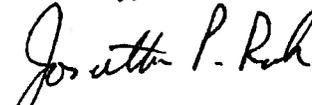
The proposed excavation and construction will occur along the common property line and risks affecting the existing underground parking garage and brick office buildings. Existing utilities serving the office building will also be relocated. The proposed conditions assure that adequate precautions and insurance are maintained to protect the neighboring property and necessary permissions are obtained.

Option A or B

WRIT supports either Option A or Option B based upon the staff recommended parking requirement. Although the requirement of 15% additional visitor parking is important to prevent impacts on surrounding properties, we believe this can be accommodated in nearby parking garages as proposed in Option A. If this is approved for the subject application, we believe that similar arrangements for other new development in the Braddock Metro Neighborhood should be allowed in the future. Please be aware that the Braddock Place office garage cannot provide the needed off-site parking for Option A because of restrictions related to the current tenants of the office building.

Thank you for your consideration of WRIT's comments.

Sincerely,



Jonathan P. Rak

Attachment

cc: Faroll Hamer
Bob Elliott
Mary Catharine Gibbs

Braddock Place Proposed Revisions to Staff Recommended Conditions DSUP 2011-0024
March 28, 2012

6A. Provide an access and maintenance agreement with owners of Braddock Place Office Development ("Braddock Place") for use of adjacent private property connecting main building entrance to Metro Station prior to release of final site plan.

17. Applicant will execute an agreement prior to release of final site plan with the Braddock Place Owner for the Braddock Place Owner to replace the existing fountain with a site amenity such as public art, a trellis or landscape feature on the Braddock Place property or on the Applicant's property/park area. The agreement will provide for the Applicant to reimburse the Braddock Place Owner for design and construction of the replacement feature if on the Braddock Place property or to allow the Braddock Place owners to review and approve the feature and its location if it is on the Applicant's property. The proposed fountain/focal feature shall be coordinated with the adjacent property owner and constructed to the satisfaction of the Director of P&Z. Provide color illustrative cut sheets of the specific model proposed and material samples of the basin and the fountain/focal feature with the first final site plan. If agreement cannot be reached with the adjacent property owner on the fountain/focal feature, the applicant shall provide a contribution equivalent to the cost and installation of the fountain/focal feature to the City's Public Art Account, to the satisfaction of the Directors of P&Z and RP&CA. Any contribution of funds will be used for public art within the boundaries of the Braddock Metro neighborhood, as envisioned by the Braddock Metro Neighborhood Plan. Installation of the fountain/focal feature or associated contribution shall be provided prior to release of the first Certificate of Occupancy. * * * * (P&Z)

20A. Design of the entrance canopy, exterior signage and entry lighting at the main building entry and selection of paving materials and site furniture for the plaza area shall be compatible with the adjacent Braddock Place Office Development. Obtain review and comment on these proposed features from adjacent office building owner during site plan review process.

24A. The use of balconies shall be restricted to outdoor seating and shall not be used for storage of any items, including but not limited to grills, bicycles or other equipment. Clothes drying and the hanging of banners, lights or similar items shall be prohibited. Window treatments shall be designed, installed and maintained to present a uniform appearance from the exterior of the building. The restrictions contained in this condition shall be incorporated in apartment leases or condominium documents.

72A. During construction, provide garage and building monitoring plan for adjacent office structures to detect building movement or settlement as a result of excavation or construction activities, including a baseline survey prior to commencement of construction and a post-construction survey. Adjacent property owner shall be named as additional insured. Demonstrate to the satisfaction of Director of TES that adequate structural support for adjacent properties will be maintained at all times.

77A. Prior to release of final site plan, applicant will negotiate and execute any necessary construction easement agreements satisfactory to adjacent property owners.

88A. Coordinate relocation and construction of BMP facility and other utility lines serving the adjacent property with adjacent office building owner to insure no adverse impacts on the adjacent property during relocation such as flooding, sewer back ups, or interruption of water service. Adjacent property owner shall be named as additional insured.

105. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. Also provide easement to adjacent office property granting right to discharge stormwater to reconstructed BMP facility. The agreements must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. * (T&ES)

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 3, 2012

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR, PLANNING AND ZONING *FH*

SUBJECT: DSUP #2011-0024 – BRADDOCK METRO PLACE

The adjacent property owner (WRIT – Braddock Place Offices) sent us a letter via Jonathan Rak requesting additional conditions and a change to one condition. Staff agrees with all of the conditions except for the change recommended to condition #17. As such, staff has proposed a new condition (17A) that we would like to propose in addition to the applicants proposed condition (17) which stays the same with the exception of the word Office which has been added and underlined.

17. Applicant will execute an agreement prior to release of the final site plan with the Braddock Place Office Owner for the Braddock Place Office Owner to replace the existing fountain with a site amenity such as public art, a trellis or landscape feature on the Braddock Place office property or on the Applicant's property/park area. The agreement will provide for the Applicant to reimburse the Braddock Place Office Owner for design and construction of the replacement feature if on the Braddock Place Owner property or to allow the Braddock Place owners to review and approve the feature and its location if it is on the Applicant's property.

17A. The proposed fountain/focal feature shall be subject to review and approval by the Director of Planning & Zoning. Provide color illustrative cut sheets of the specific fountain/focal feature proposed and material samples with the first final site plan. Installation of the fountain/focal feature shall be provided prior to release of the first Certificate of Occupancy.

* *** (P&Z)

Julie Fuerth

From: Jessica McVary
Sent: Tuesday, April 03, 2012 6:44 PM
To: Kendra Jacobs; Julie Fuerth
Subject: FW: From Dianne Saenz, condominium owner at Braddock Place Condominium

From: Dianne Saenz [<mailto:dianne5star@yahoo.com>]
Sent: Tuesday, April 03, 2012 6:40 PM
To: Jessica McVary; Dirk Geratz
Cc: dianne5star@yahoo.com
Subject: From Dianne Saenz, condominium owner at Braddock Place Condominium

April 3, 2012

Dear Jessica and Dirk:

I'm writing to express my strong opposition to the proposed construction of a large residential building at 1261 Madison Street, Alexandria, VA.

I have owned a condominium, located on the 8th floor of 1200 Braddock Place, Alexandria, VA 22314 for more than 20 years. That green space adjacent to our building is a special place, an oasis in a sea of buildings.

I understand that the Alexandria city plan requires high density development near the metro stations. But the architectural and construction plans that I reviewed at a recent community meeting in the Meridian building strike me as way too big for that small parcel of land.

I am concerned that the increased traffic, noise and air quality will worsen dramatically. I am concerned about lack of green space (especially trees and flowers) and the light being blocked out much of each day by such a tall building.

I am also a life long allergy sufferer. I am very concerned about how the construction of such a building will impact our air and water quality.

In addition, how will roads be re-configured to handle the additional traffic? How will it impact our local water infrastructure?

I believe strongly that any parking facilities should not be conveyed with any units for sale or rent in any new building at 1261 Madison St. That way, residents will have a financial incentive to ride the Metro, bicycle or walk, rather than drive.

I plan to attend the public hearings to share my strong objections to the proposed construction plan this month.

Thank you for allowing local residents to express our opinions on the plan.

Warm regards,

Dianne Saenz

1200 Braddock Place, #804
Alexandria, VA 22314

1165

tel: 703.362.7505

Dianne Saenz

AKA dianne5star@yahoo.com

7166

Submitted at PC
hearing 4-3-12

March 28, 2012

Dear Mr. Bradford,

After reviewing the "Parking Study for Braddock Metro Place" done by Gorove/Slade, I have prepared some comments. The result of the parking study is inconclusive, and Gorove/Slade does not provide enough evidence to support their argument.

As indicated in the report (Page 1), city code requirements specify a parking ratio of 1.3 spaces per unit for one bedroom apartments, and 1.75 spaces per unit for two bedroom units. This equates to 225 parking spaces for a 165 unit apartment. The Braddock Metro Neighborhood Plan recommends 1 space per dwelling and 15% visitor parking. The Gorove/Slade study is ignoring this recommendation for "Option A (99)".

Gorove/Slade compared Paradigm Property Sites with Braddock Metro Neighborhood. However, Paradigm Sites Properties are not comparable with Braddock Metro Place Apartments, since Paradigm Sites are larger apartments, and there are no other reasons provided on why these two properties would be considered comparable.

Gorove/Slade selected only two days (a Thursday and a Sunday) to conduct their on-street parking occupancy studies. Reasons why only these two days were selected is not clear. Assuming they had a reason for their selected days, without gathering more data, there cannot be a statistically significant conclusion, since we are talking about only two data point. To be able to conduct a thorough analysis, we need to have one year worth of data. Since gathering one year of data can be expensive, time consuming and tedious, depending on how accurate one wants to get the results, a sample size (different than two) should be selected. The formula to calculate the minimum sample size "n" is: $n = \left(\frac{Z_{\alpha/2} * \sigma}{E} \right)^2$, where E is margin of error, σ is the standard deviation, and $Z_{\alpha/2}$ is the Z-value from Z-table at α significance level. For instance at 95% confidence, your α is 0.05, and $Z_{0.05/2}$ is 1.96. There are simplified versions as well. For instance, one can use $n = \left(\frac{2}{d} \right)^2 * p * (1 - p)$, where d is the required precision, and p is your confidence level.

In our case, to be 95% sure about our data, with error margin of 10%, our minimum sample size should be: $n = \left(\frac{2}{0.1} \right)^2 * 0.05 * (1 - 0.05) \rightarrow n = 19$. This means we need at least 19 days to conduct the mentioned study. Hence, using only one data point is not sufficient to justify parking availability.

The nature of weekdays, and weekends are different. As Gorove/Slade did in their study, we need to separate weekdays and weekends, and conduct two studies, and compare them. Nature of this study suggests, we do not design to average day, but to the busiest days of the week, and the year. Also, special circumstances like snow days and city guidelines must be considered.

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In the appendices section, there are studies done on other sites, but not for the Braddock Metro Neighborhood. There are some questions which need to be answered before making a decision:

- Are there any other apartment complexes around Braddock Metro Neighborhood? If so, why has that data not been gathered and compared with Paradigm Sites?
- Since Paradigm Sites and Braddock Metro place are not similar, on what grounds are they being compared?
- Are the lifestyles and demographic of these two neighborhood the same? Are there any studies done to differentiate these neighborhoods (or indicate they are the same)? By lifestyle we mean average income, number of cars per household, and education of prospect tenant of the Braddock Metro Place.
- Are the apartment prices the same for the Paradigm Sites and Braddock Metro Place?

Based on the lack of supporting documents provided by Gorove/Slade, there are no valid reasons to support why Gorove/Slade is suggesting a 0.9 parking availability factor.

Please let me know if you have any questions.

Sincerely,

Sean Ghazavi
Operations Research Analyst

I am an Operations Research Analyst at TASC, a Systems Engineer under one TASC contract and an Investment Analyst under another contract.

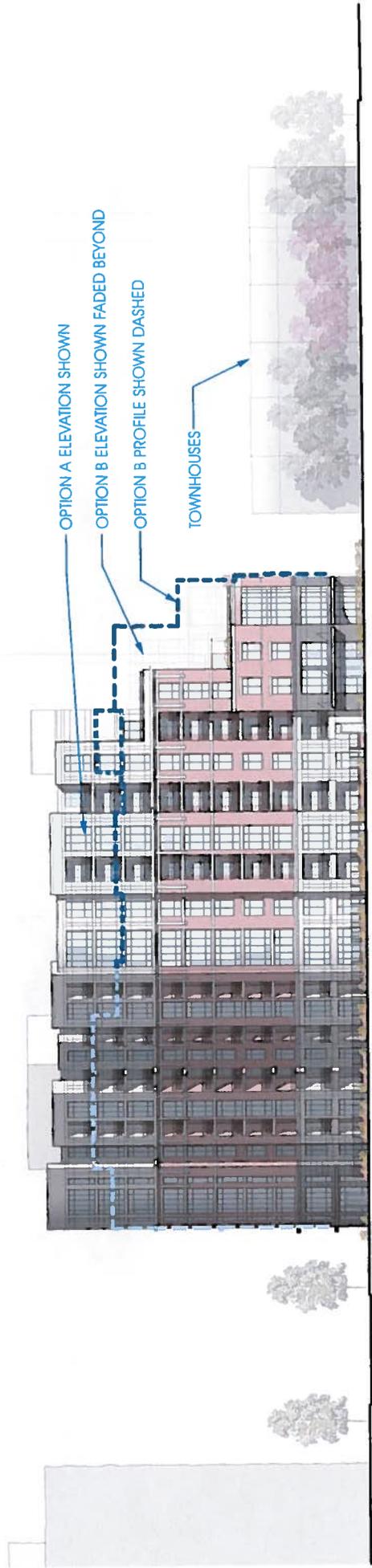
My education is as follows:

B.S. in Industrial and Systems Engineering, with minors in Mathematics and Economics.

M.S. in Industrial Engineering with concentration on Data Mining and Artificial Intelligence.

I do forecasting and modeling for TASC and the FAA.

From Salena Zellars
Submitted at PC 4-3-12



BRADDOCK METRO PLACE
OPTION A & OPTION B PROFILE COMPARISON

3/30/12

Exhibit 1

LAND USE

SITE	CHARACTER AREA	PARCEL AREA	EXISTING DEVELOPMENT		CURRENT ZONING	RECOMMENDED ZONING	REQUIRED LAND USE	PREFERRED LAND USE (1)
			SF	ACRES				
1 Jaguar Site	Gateway Area	308,000	102,000	7.07	OCM-50 & CRMU/H	CDD	Ground Floor Retail (GFR)	Residential/Office
2 Yates Warehouse Site	Gateway Area	23,000	12,000	0.53	CRMU/H	CDD		Residential/Office
3 Water Tower and Adjacent Site	Gateway Area	25,000	8,000	0.57	OCM-50 & UT	CDD		Office
4 Tony's Auto Site	Mid-Neighborhood Area	41,600	10,000	0.96	CRMU/H	no change		Residential/Office
5 1261 Madison Site	West Neighborhood Area	49,000	0	1.12	CRMU/H	no change		Office, park
6 Metro Site	West Neighborhood Area	139,000	0	3.19	UT	CDD	Office or Hotel, Retail	Office or Hotel, Retail
7 Fayette Warehouses Site	West and Mid-Neighborhood Area	42,000	32,000	0.96	CRMU/M & CRMU/H	no change		Residential/Office
8 Route 1 Triangle Site	Gateway Area	126,000	110,000	2.89	OCM-50 & CRMU/H	no change	GFR	Residential/Office
9 Carpenter's Shelter Site	Mid-Neighborhood Area	36,000	18,500	0.83	CRMU/H	no change		Residential/Office
10 Madison Site	Mid-Neighborhood Area	113,000	70,000	2.59	CRMU/H	no change	GFR	Residential/Office/Retail
11 Henry Street - Site A	Mid-Neighborhood Area	56,000	24,000	1.29	CSL	no change		Residential/Office
12 Henry Street - Site B	Mid-Neighborhood Area	30,000	0	0.69	CSL	no change		Residential/Office
13 Post Office Site	Mid-Neighborhood Area	87,000 (2)	19,000	2.00	CRMU/M	no change	GFR	Residential/Office/Retail

From Jessica Steadholder
Submitted @ hearing 4-3-12

Exhibit 2



Exhibit 3

Appropriately Scaled Office, Live/Work, Service Retail/Office/Residential

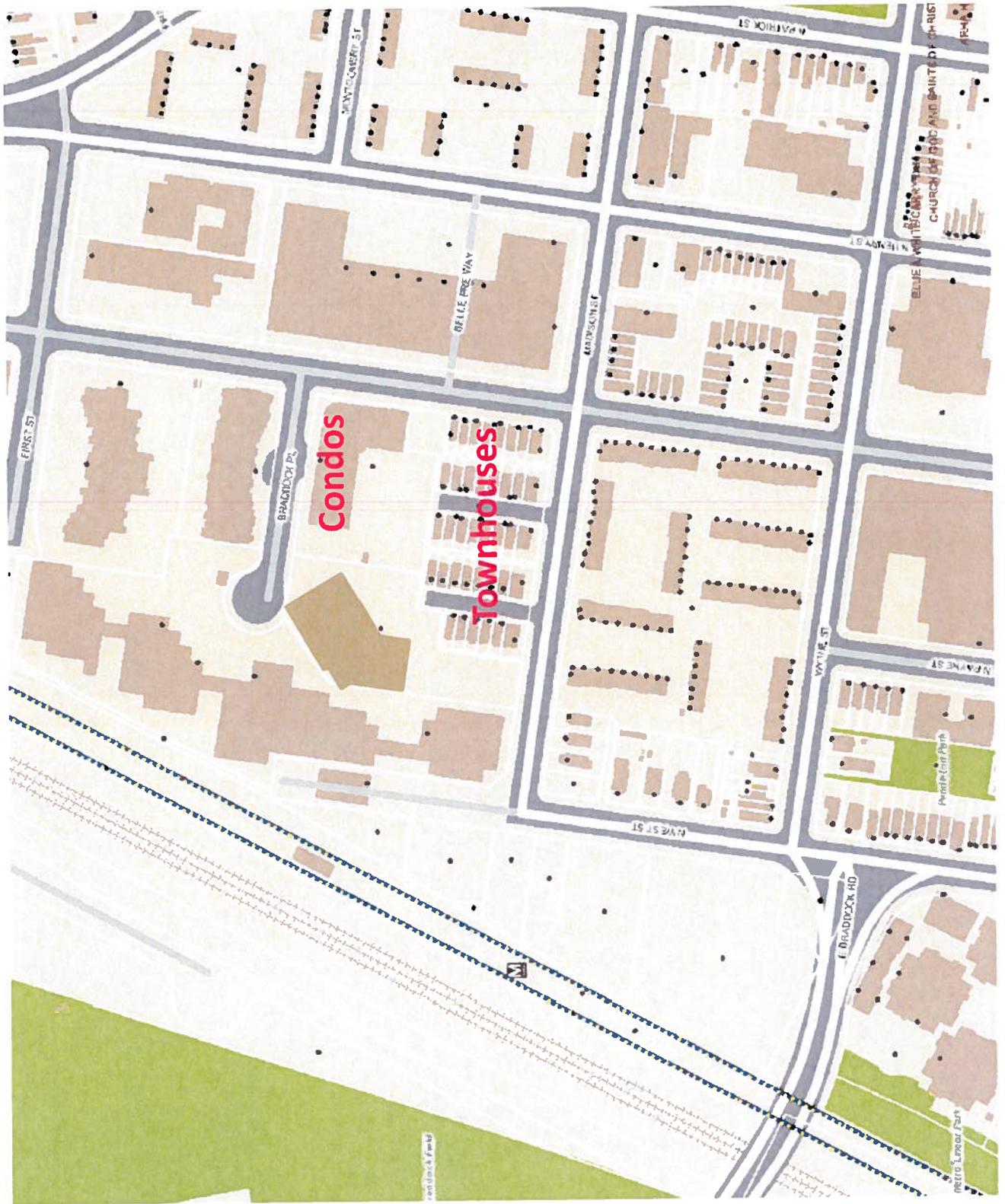
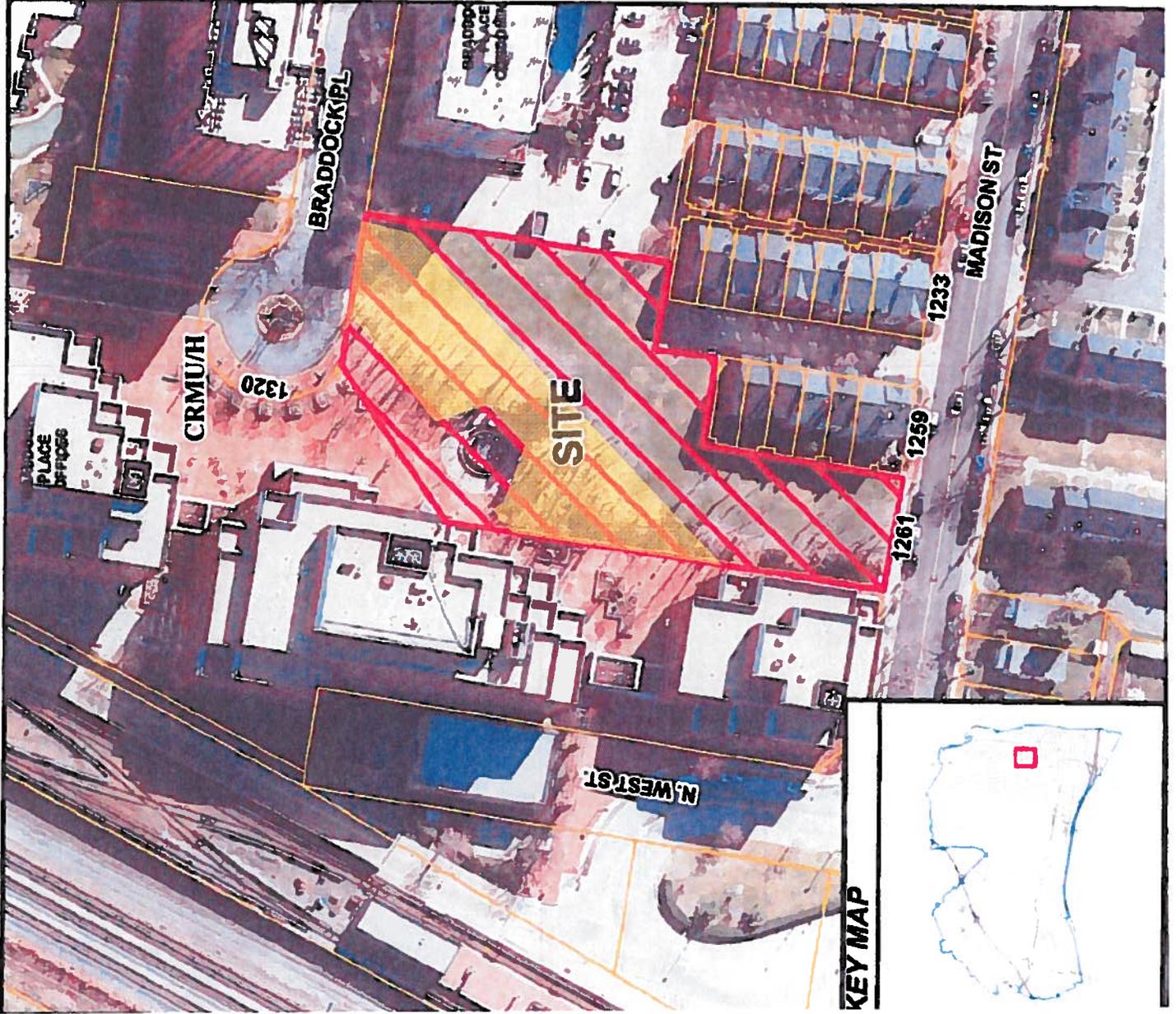


Exhibit 4



Submitted at PC
hearing 4-3-12

Parking Study Comments

Page 3. The Study compares properties and notes that parking is underutilized and then from that statement infers that it follows a trend of urban citizens being more inclined toward alternative transportation. There is no data presented in this Study to support either why the parking in the cited properties is underutilized nor to infer that it is attributable to a turning away from cars. Without knowing the availability of street parking at each location, the cost charged for parking (if applicable), and possibly a survey of occupants; there is no way to conclude *why* the parking is less than fully occupied, only that it is.

Page 8 and 9. The Study examined parking around Braddock Place on four occasions, but statistically they are really three. The Study chose to collect the same data point twice (a Thursday evening), unless one of the days fell on a holiday, statistically over time the same day and time should yield the same data on average. I do not understand why another day was not chosen. I do agree that Week Nights and Week Ends should be the peak demand times expected for residential parking. Given that statistical tables begin at N=3 (sample size of 3) I do not believe there is much confidence to be found in the data presented in this section. No statements were made as to the statistical validity or confidence of the data collected, probably because this sample is so small it would be extremely low or nonexistent.

Overall observation. The study makes frequent use of other studies rather than doing original work or gathering original data. The problem with this is a dependence on the validity of the other studies and data. People reading this study are asked to accept previous work that they do not have access to for review. While citing historical data is a valid method, compiling and repackaging other studies in lieu of original research should be discouraged. Especially when the original research only requires a few phone call, surveys, and counts.

Susan Byrne

APPENDIX

Page 8-9.

There is another fundamental problem with the design of this survey. It was conducted for the results expected; that is that parking demand would be greatest week night and weekend. But what if it is not? This design of experiment has presumed the answer and then tested to confirm it. A better design would be to randomly sample days and times. There is the possibility of an unexpected result. This survey will not find that.

For example: Many employers allow Alternate Work schedule and permit employees to take every other Friday off. Perhaps those days will be peak demand days. This survey design precludes that discovery.

I have a Bachelors in Mathematics and Physics and a Masters in Operations Research from George Washington and have worked for the Army as a Analyst for 28 years.