

Docket Item #8
DEVELOPMENT SPECIAL USE PERMIT
#2002-0054
BRADDOCK PLACE CONDOMINIUM

Planning Commission Meeting
January 3, 2006

- ISSUE:** Consideration of a request for a development special use permit, with site plan, to increase floor area and for a bonus height increase for affordable housing to construct a residential condominium building..
- APPLICANT:** Madison Street LLC
by Harry Hart, attorney
- LOCATION:** 1261 Madison Street
- ZONE:** CRMU-H/Commercial Residential Mixed Use – High
-

SITE GRAPHIC
AVAILABLE IN THE PLANNING AND ZONING OFFICE

I. IMPACTS/BENEFITS:

IMPACT/BENEFIT	COMMENTS
Consistency with the Braddock Road Small Area Plan	<ul style="list-style-type: none"> • Fails to provide appropriate transition in height or setbacks for adjacent residential scale. • Negatively impacts adjacent residential neighborhood. • Mixed use development near Metro Station. • Provides pedestrian connections from metro station.
Use	<ul style="list-style-type: none"> • 122 residential condominium dwellings in a 9 story building. • 101 one bedroom and 21 two bedroom units. • 1,658 square feet of ground floor commercial retail space.
Affordable Housing	<ul style="list-style-type: none"> • 7 on site affordable units in exchange for increased height from 77 to 87 ft.
Open Space	<ul style="list-style-type: none"> • 40.2% ground level open space with landscaping and public access easement.
Pedestrian/Streetscape	<ul style="list-style-type: none"> • Sidewalk improvements and amenities along Madison Street and Braddock Place.
Building Compatibility	<ul style="list-style-type: none"> • Mass and scale of building is not compatible with adjacent smaller scale townhouses. • Lack of adequate setback or building transition adjacent to condominium use.
Traffic/Transit	<ul style="list-style-type: none"> • Approximately 600 feet from Braddock Road Metro Station • \$60,000 to be contributed to Braddock Are Transit Fund • TMP fund including transit subsidies, flex cars.
Parking	<ul style="list-style-type: none"> • 209 space, three level underground parking garage • 1.3 spaces per 1-bedroom dwellings; 1.75 spaces per 2-bedroom dwellings, as per Zoning Ordinance standard parking requirement • 15% or 25 spaces for visitor parking
Fiscal	<ul style="list-style-type: none"> • The proposal would generate an estimated increase in annual real estate property tax, projected to range for approximately \$375,000 to \$610,000
Environment	<ul style="list-style-type: none"> • Green building elements such as non-toxic building materials, energy efficient appliances, low emission paints, high efficiency mechanical equipment and recycled materials

II. EXECUTIVE SUMMARY

A. Overview

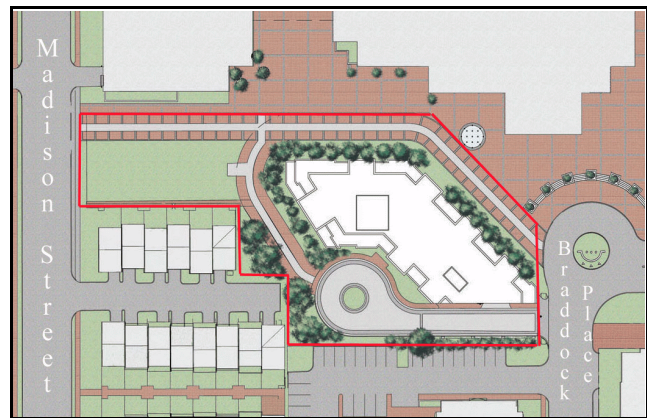
The proposed increase in density and height create numerous challenges for developing this awkwardly sized and shaped parcel. The applicant is requesting a special use permit to increase FAR (density) from 1.5 to 2.5 (an additional 48,642 sq.ft) to construct a nine story (87ft.) 122-unit, residential condominium building. The applicant is also requesting special use permit approval to increase height over zoning limits – 10 additional feet – to be approved as a bonus in exchange for seven on-site affordable units.

The proposal does present an opportunity to provide a residential use with ground level open space, underground parking and affordable housing near the Braddock Metro. However, the building is simply too large and too tall for this small, narrow, awkwardly shaped lot. The proposal does not meet the basic test for granting a special use permit for increased density - compatibility with the character of the neighborhood.

The challenging size, shape and location of this site present a difficult balancing question: whether the benefits of affordable housing, residential use, underground parking and ground level open space near Metro outweigh a very large building out of scale with its residential neighbors. In addition, because of elements such as the appropriate amount of parking, and ground floor retail, a proposal of this magnitude should not be preceding the Braddock Metro Study. While staff recognizes



Site Aerial with Project Site Plan



Proposed Site Plan



Perspective View of Proposal

the beneficial features of the proposal, on balance, staff is recommending denial of the requested increase in density and height.

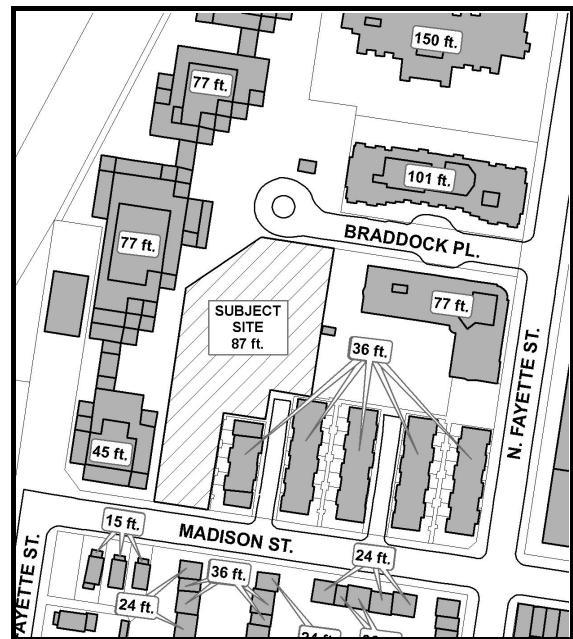
Benefits of the Project:

The applicant has worked with the City in an effort to find a solution to this difficult site. The design has evolved and improved over time and the applicant has reduced the size and height of the original proposal significantly. The site is within 600 feet of the Braddock Place Metro station, providing an opportunity to create a pedestrian-oriented mixed use development near a transit stop. The applicant has also added several beneficial features, including underground parking, ground floor retail space, affordable housing and a publically accessible open space on Madison Street. The project includes contributions to support traffic calming and improvements for pedestrian access to and from the Metro. These factors are all positive. However, they cannot overcome the fact that the project in its current size, height and scale is simply too large for its site and location.

Background:

The previous approval for this site anticipated three smaller scale (two to four story) office buildings, totaling approximately 60,000 sq.ft. or approximately 1.2 FAR for the site. The site is the last undeveloped portion of the Braddock Place project, approved and constructed in the 1980's.

- The proposed increase in density for a 2.5 FAR is much greater than what has been built in the Braddock Place development.
- The building at its increased height is located very close to existing residential buildings. It presents a large vertical wall to the Braddock Place Condominium building. Its 87 foot height looms over the adjacent 35 foot tall Madison Street townhomes.
- The odd shape and location of the site demand a different – and smaller – solution.
- The project fails to meet the SUP standards for either the height or density increases, and also fails to meet the enhanced SUP standards in CRMU-H for a density increase.



Height of Buildings Adjacent to Site

- The project is inconsistent with the Braddock Road Small Area Plan which requires protection and respect for existing smaller scale residential areas in the Braddock Road Metro area.
- The Braddock Road Planning Study is well underway. If increased height and density is to be permitted at this or other Braddock locations, Staff recommends that the City wait for the outcome of that study and its development guidelines before approving a new building of such substantial size.



Adjacent Residential Uses

B. Community

Community meetings have been held regarding this application, including on September 6 and 14, 2005. From the outset, nearby residents have generally expressed concern about the project's size and scale, and the loss of open space. Although there is some support for the proposal, based on the residential use and affordable housing, most of the adjacent neighbors have been opposed to the project. In addition to opposition to the size of the project, nearby residents have raised a number of other issues, including whether there are too many parking spaces provided to promote transit usage and the neighbors' desire to see the site preserved for open space, and the fact that the proposal is proceeding ahead of the upcoming Braddock Road Metro Study.

C. Conclusion

Staff recommends **denial** of the proposed special use permit for increased density and for the increase in height.

III. BACKGROUND

A. Site Description

The site is located within the Braddock Place development to the east of the Braddock Metro Station. The site is an irregularly shaped parcel, with part of it located at the center of the Braddock Place development and a portion extending to Madison Street. Its awkward shape and location is a result of its being the last remaining parcel within the Braddock Place development, a mixed use complex approved and constructed in the 1980s.

The Braddock Place development consists of four office buildings adjacent to the Braddock Road Metro Station, (7 stories tall/77 feet tall), the Braddock Place Condominiums accessed from North Fayette Street (which includes 120 units and is 77 feet tall) and the Madison Street Townhomes at the corner of North Fayette and Madison Streets (which contains 38 units and is three stories/35 feet tall).

Beyond the Braddock Place complex, there are two high-rise residential buildings immediately to the north of the Braddock Place condominiums along North Fayette Street: the Braddock Place apartments building contains 183 units and is 100 feet tall; farther north is the Meridian, a 396-unit apartment building which is 150 feet tall. To the south of the site across Madison Street are two and two and a half story townhouses, including the Andrew Adkins housing.

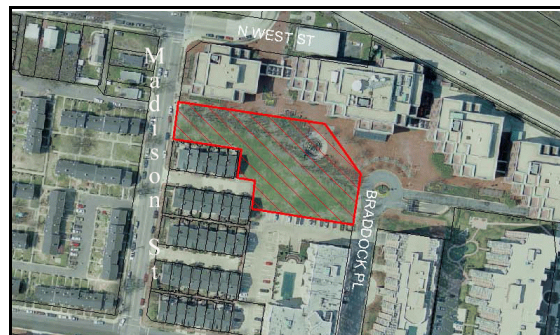
The site is located between the low scale residential buildings to the south and east and the larger residential and offices to the north and west. It is partially located in the center of the Braddock Place complex, in an area which now contains landscaping,



Site of Proposed Building



Braddock Place Offices



Aerial with Site Shown

paved areas, and a fountain, and functions as a pedestrian plaza and central area for the large buildings around it. The portion of the site that extends to Madison Street functions as a green, open space area, with trees, providing relief and “openness” for this neighborhood.

B. Braddock Road Metro Station Small Area Plan

The Braddock Road Metro Station Small Area Plan was adopted as part of the City’s 1992 Master Plan. The plan sets forth goals and objectives for the area, which has long been recognized as a potential redevelopment area because of its older industrial and warehouse uses and because of the Braddock Road Metro’s location. However, the plan also highlights the importance of protecting and enhancing the significant areas of existing low scale residential development which provide history and character for the area. The challenge of the current Master Plan as well as the planning work currently underway is to find appropriate locations for higher density development while respecting the lower scaled existing neighborhood. The current case presents this conflict directly.



Madison Street Townhouses

Small Area Plan Objectives

The following are key objectives contained in the plan which pertain to the existing case:

- Strengthen existing residential areas by providing for height and density transitions between new and existing uses and by encouraging new residential uses adjacent to the existing residential uses;
- Provide for zoning which ensures height and density transitions between established low scale residential areas and area of potentially more intense development;
- Decrease the traffic impacts of development and maximize usage of the Braddock Metro Station; and
- Improve access to the metro station by improving east-west vehicle access and creating a system of pedestrian linkages between the station and residential areas.

Braddock Road Metro Area Planning Study

The City is now in the process of studying the Braddock Road Metro Area to provide additional guidance for developers and the community about the mass and scale of buildings and appropriate locations for larger buildings. The upcoming plan is also intended to ensure that all of the sites currently proposed for development proceed in a coordinated manner. Given the need to identify ways to redevelop in the area with sensitivity toward existing small scale residential neighborhoods, Council recognized the need for additional planning and urban design guidance.

With the recent approval of several major development projects in the vicinity of the Metro Station area, including the Monarch/Hennage, and Prescott/Hopkins developments, as well as other proposals in the concept planning stage, the City is implementing a collaborative, community-based planning effort to develop guidelines regarding new development for the area.

The City has held public meetings on June 20 and 22, November 10, and December 1, 2005, in order to solicit community input on issues including building form and scale, pedestrian and traffic access and safety, and retail uses. An upcoming meeting to discuss mass and scale is tentatively scheduled for January 2006. The full planning study will likely be scheduled for public hearing in the next four to five months.

C. Open Space Plan Recommendations:

The Open Space Plan, adopted in April 2003, laid out an ambitious course of action for open space preservation in the City. In June 2005, as part of the implementation of that plan, Council received a report and recommendation regarding potential land sites to be included in the City's list of priority sites for open space protection. As a result of citizen nominations and support by the Open Space Committee, the proposed development site ranked 5th (tied with one other property) of the 18 sites

Braddock Area Projects

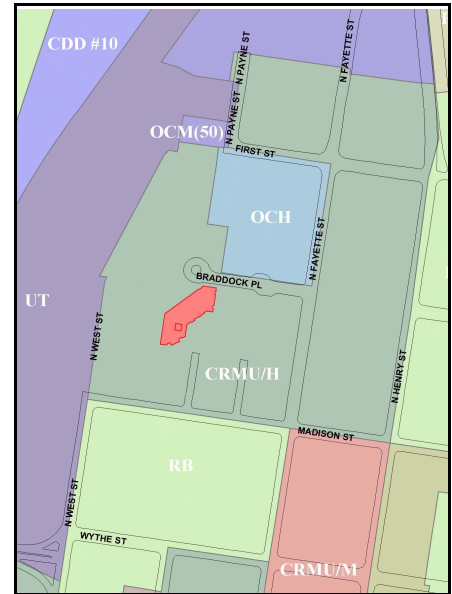


□ **Current or Future Development Sites**

brought forward to Council this year. Council will consider whether to include the site on its list for priority sites in 2006.

D. Site Zoning and Development History:

The Braddock Place development complex occupies the 7.5 acre land parcel that was the former Parker-Gray School site. A series of land use approvals and zoning changes have occurred over the years, and the development evolved into two distinct phases, all memorialized by contract. The zoning for the site was CO (Commercial Office), which is similar to older developments such as the Park Center development on King Street. As part of this CO zoning, any change to previous approvals requires approval by the City Council as part of a special use permit. Phase I included the four office buildings along the Metro tracks, built at an FAR of 2.0 and a height of 77 feet, and was completed in the mid 1980s. Phase II of the project encompassed the southwest corner and 3.6 acres of the site. As currently approved, it includes the Braddock Place Condominium building, the Madison Street Townhomes, and a final 1.12 acre parcel – the site that is the subject of this application.



Area Zoning Designations

The last land use approval for the site occurred in 1986 with the approval of SUP #1871. The previous approval permitted three small office buildings, ranging in height from two to four stories, consisting of 62,800 (gross) square feet of office space, and with an overall FAR of 1.4. At the time of the last approval for this site, the developer maintained that there should be smaller scale buildings separating the residential buildings to the east from the larger office buildings along the Metro tracks to the west.

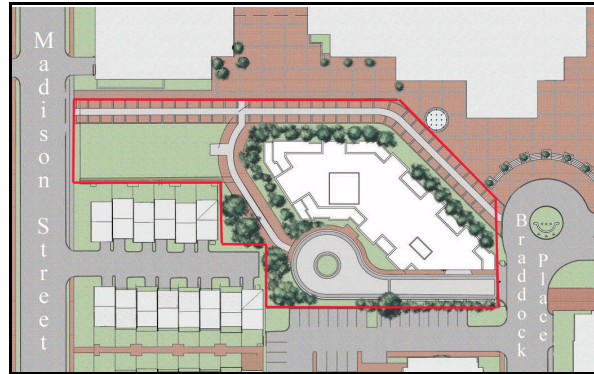
While the approval proposals for the site permitted a FAR of 1.4, the current CRMU-H zoning does permit an FAR of 1.5, and an FAR of 2.5 with a special use permit.

E. Evolution of the Plan:

The applicant initially proposed a rezoning for a 200,000 sq. ft. office building for the site. The City indicated that a rezoning of the site would not be supported. The applicant then revised the proposal to an 11 story, 150-unit condominium building, with an FAR of 2.98. Staff informed the applicant that the size of the second proposal would require a rezoning and staff would not support a rezoning for this site. The applicant then revised the proposal that reduced the height and density to the current proposal, which requires special use permit approval to increased density and height.

F. Current Proposal:

The applicant is proposing a 122-unit residential condominium building that will be nine stories and 87 feet in height. The project will include three levels of underground parking with a total of 209 parking spaces. The proposed ground floor contains 1,658 square feet of retail space, an entrance lobby, two ground floor units, and common building service areas. The eight stories above would form the balance of the 122 residential units.



Proposed Site Plan

The dwellings would include 101 one bedroom and 21 two bedroom units. Each of the stories above the ground floor, floors two through nine, would contain approximately 15 dwelling units each, including a mixture of one bedroom, and two bedroom units. The units will range in size from 700 to 1,400 sq. ft. The proposal includes seven affordable housing units on site (2 one-bedroom and 5 two-bedroom units).

The proposed underground parking spaces include 108 standard, 94 compact, and 7 handicapped accessible spaces. The compact proportion represents 45% of the total. The three underground parking levels include 73 parking spaces on the first and second levels, and 63 spaces on the third level. Access to the underground parking will be from the Braddock Place street on the northern portion of the site.

The proposal does provide approximately 40% of the site as open space including retention of a portion of the central plaza and an approximately 155 ft by 70 ft open space area on Madison Street. With the proposal, the applicant proposes to remove mature trees adjacent to Madison Street and the central plaza.

IV. ZONING:

The CRMU-H zone permits either residential or commercial uses and, allows up to a 1.5 FAR. With a special use permit, as requested here, a 2.5 FAR may be approved. The applicant is also requesting SUP approval under Section 7-700 of the Zoning Ordinance which allows for density and height increases as a bonus for providing affordable housing units. Specifically, the requested height bonus would increase the height of the building from 77 to 87 feet.

BRADDOCK PLACE CONDOMINIUM		
Property Address:	1261 Madison Street	
Total Site Area:	48,642 sq. ft. (1.1167 acres)	
Zone:	CRMU-H Commercial Residential Mixed Use – High	
Current Use:	Vacant, paved plaza with fountain plus green area with trees.	
Proposed Use:	122 residential condominium dwellings & ground floor retail commercial use.	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	2.5 with SUP	2.5*
Yards	n/a	n/a
Height	77 feet	87 feet [Height bonus for affordable dwelling units]
Open Space	40% of lot area 19,456.5 sqft	40.2% ground level open space 19,558 sqft**
Parking		
-Residential	168.1	176
-Visitor (15%)	25.2	25
-Retail	<u>8.3</u>	<u>8</u>
Total	202	209
* SUP approval required		
** Public easement provided for approximately 10,850 sq.ft.		

V. STAFF ANALYSIS:

The proposed development presents numerous challenges to the City. The applicant proposes new residential units near a Metro station, affordable units on site, money for transit support, improvements for pedestrians and publically accessible ground level open space. The proposal has all the earmarks of a supportable development, except for one: it is not compatible in its size, height and scale for its specific location. Wedged in among other buildings constructed decades ago, and immediately adjacent to townhouse scale development, the proposal - with its required increase in height and density and its increase in scale from what was originally approved for the site and is just too large to coexist with its existing residential neighborhood.

A. Inappropriate Mass and Scale:

In examining the size and scale of the building, staff compared its FAR and height with other developments adjacent to the project, and especially within the original Braddock Place complex. Staff also assessed the project’s ability to provide an appropriate transition in this particular location, and analyzed the relevant standards for SUP approval for increased density. Each of these analyses shows the building to be out of place and leads staff to its recommendation for denial.

Table 1: Height of Buildings Adjacent to Braddock Place Condo Site

Name	Address	Ht (ft)
Braddock Place Offices	1310 Braddock	45/77
Madison St Townhomes	822 Fayette St	35
Braddock Place Condos	1200 Braddock Pl	77
Braddock Pl Apts	1201 Braddock Pl	101
Meridian Apartments	950 Fayette St	150
Braddock Plaza	1261 Madison	87

B. Relationship to Other Buildings:

Except for the Braddock Place apartments and the Meridian apartments farther to the north, all of the neighboring buildings were constructed at lower heights than proposed for this project, and some of them are significantly lower. Within the Braddock Place complex, there is a variety of heights that range from 35 to 77 feet. In addition, the townhomes and single family homes on Madison Street are only two and a half stories, or about 25-35 feet tall.



Photograph of Model - Looking SE

The previous approval for this site included buildings of only two and four stories. While staff believes that some height would be appropriate here, the approximately 49,000 sq.ft. of additional FAR requested by the applicant creates a 150 foot long, 87 foot tall building, which is approximately 40 to 50 feet from the adjoining townhouses and condominiums, respectively.

FAR is a measure of the scale and mass of a building, and in this case the proposed FAR demonstrates that the project will be out of scale with the buildings around it. The Braddock Place office buildings to the west were built at a 2.0 FAR on approximately 3.36 acres of land. Phase II of Braddock Place, including 3.6 acres, including the Braddock Place Condominium building, the Madison Street townhomes, *and* the subject site – with its 2-4 story buildings and 60,000 sf – , was to be built out at a 1.4 FAR. The Phase II FAR originally planned is similar to the 1.5 FAR permitted under CRMU-H, without the increased SUP density. While a difficult scale with which to construct underground parking and to provide some of the other amenities the City typically seeks, a smaller scale building would be more in keeping with its location and adjacent neighbors.

C. Lack of Proper Building Transition - Setbacks:

The series of buildings within the Braddock Place complex range in height from 35 to 77 feet. There are taller buildings north of the site, including the 150 foot tall Meridian Apartments on North Fayette Street. While the proposed building height is comparable to the tall buildings to the north, it presents an abrupt change in height when positioned to the south among the existing buildings. Instead, this proposal breaks the existing transition, inserting a taller building among smaller ones.

In addition to height, the proposal provides limited setbacks for the adjoining condominium building and townhouses. At the closest points the proposed building is setback approximately 50 ft. from the adjoining Braddock Place condominiums and about 40 ft. from the adjoining townhouses. At both of these locations there is a 87 ft. tall building that extends vertically without any setbacks or building breaks. To put these spatial relationships in some perspective, the typical Old Town right-of-way width (generally the distance from building to building) is a distance of 66 feet. In fact, the two taller buildings on the Braddock Place street, immediately to the north of the site, have a distance of approximately 75 feet between the two buildings. A fundamental principle in urban planning is that a taller building generally needs a larger setback, unless there are other mitigating elements such as building ‘stepbacks’ and or setbacks to address the overall mass of the building. In this case, the proposal has



Residential Uses Adjacent to Site

a very small setback to the adjoining buildings and does not articulate the building to reduce the perceived mass of the building. The proposed setbacks and height would create an uncomfortable experience for residents and occupants of the existing buildings and the proposed building.

D. Failure to Meet SUP Standards:

Under the Zoning Ordinance, both height and density increases are permitted in certain instances and this case presents requests for each of them. The height bonus allowed for affordable housing is an incentive to developers for providing a much needed public asset. However, approval of such a request requires a SUP and, under Zoning Ordinance Sections 7-700 and 11-504, findings that area residents will not be adversely affected, that neither the public welfare nor the neighborhood will be harmed, and that the project will conform to the Master Plan of the City.

A request for an FAR increase under the CRMU-H zone, as in this case, requires that the Commission and Council find the following:

- The ability of the design to promote the integration of uses within the project and *to promote compatibility of the project with the neighborhood.*
- The distribution of floor area ratio over the site so that the mass and scale of the buildings do not overwhelm and are compatible with neighboring areas.
- The CRMU-H standards for increased density focus on ensuring a mixed use project, site amenities and public benefits, especially for pedestrians, and *compatibility of the project with the neighborhood.*

Staff concludes that the project does not meet the standards for either the height increase for affordable housing or the compatibility requirements for increased FAR under CRMU-H. The project's location next to smaller buildings requires that any development there be of a much smaller scale in order to be more compatible with the existing neighborhood. Staff has been supportive of height increases for affordable housing at appropriate locations, and where the mass and scale is compatible with the neighborhood character. The Northhampton Place buildings on King Street and the Prescott building on Cameron Street are examples. Staff has also supported larger scale projects in the Braddock Road Metro area before, such as the Monarch/Hennage project. However, both the FAR and height increases are inappropriate on this very small site in between existing buildings, some of which are of much smaller scale. In addition, the project fails to meet the SUP criteria under Section 11-500 of the Zoning Ordinance which requires consistency with the small area plan, which specifically asks that new development in the Braddock Road area respect and enhance the existing residential neighborhood.

E. Inconsistency with Braddock Metro Station Small Area Plan:

While the small area plan for the Braddock Road Metro Station area supports new development and redevelopment of older sites, and the zoning permits - in some cases - higher density buildings, in both cases there are cautions. Because higher density buildings can disrupt the existing pattern of development and sense of scale for a neighborhood, the small area plan recognizes the importance of the existing small scale residential areas within the Braddock Road area. This emphasis is echoed in the CRMU-H zoning in the form of standards for density increases. The project as proposed fails to protect existing residential uses, because the height and bulk of the building negatively impacts the adjacent residential uses, and especially the Braddock Place townhomes which abut the site.

The City is now in the process of evaluating development opportunities in the Braddock Road Metro area and establishing guidelines for new and large development there. This project should await the conclusion of the planning and design work now underway.

F. Traffic:

The applicant retained the firm of BMI-SG to assess the impact on traffic and they did so by analyzing the existing and projected traffic impacts on the following five nearby intersections:

- Madison and Fayette Streets
- Madison and Henry Streets
- Madison and Patrick Streets
- Braddock Road/West/Wythe Streets
- Madison and West Streets

The traffic analysis determined that the proposed development will not significantly impact the overall level of service (LOS) in 2007 for the above intersections. The analysis used a baseline traffic growth rate of three percent per year from 2004 data for these intersections, in order to account for the increased development expected in the immediate area. The analysis used a fairly conservative high estimate of traffic generation using Institute of Traffic Engineers (ITE) trip generation rates, and did not include traffic reductions related to transit usage, even though the report estimates that transit use can be expected to range from 20-30% for the use given its proximity to the Braddock Road Metro Station. Based on mass transit ridership in comparable areas in the City and the proximity to metro, staff believes that this is a reasonable assumption for mass transit.

The traffic study indicates that there will not be a lowering of Level of Service (LOS) at any of the study intersections as a result of the development. All intersections will function at an acceptable urban level of service ("C" or better) for am and pm peak periods. On the LOS scale of A to F, D is the generally the minimum desired level for acceptable peak period operations in urban areas.

G. Parking

The question of parking at this Metro location is a difficult one. While reduced parking requirements are typically sought by the City in order to promote Metro ridership by new residents, the Braddock Road, Madison Street, and North Fayette Street neighborhood is the source of many complaints about inadequate parking to meet the needs of the neighborhood.

Table 2: Parking Comparison Table:

<u>Name</u>	<u>Address</u>	<u>#DU</u>	<u>Parking</u>	
			<u>Spaces</u>	<u>Ratio</u>
Braddock Place Condos	1200 Braddock Pl	120	202	1.68
Braddock Pl Apts	1201 Braddock Pl	183	183	1.00
Meridian Apartments	950 Fayette St	296	296	1.00
DSF/Long	1514-1602 King Street	65	100	1.54
Proposal	1261 Madison St	122	209	1.71

The project as submitted includes the parking as required by the zoning ordinance for residential units, plus 15% visitor parking. While there may be an opportunity to lower the amount of parking for the site, staff believes this would need to be done through the larger planning study, not on a case by case basis.

H. Benefits:

There is no question that the project as proposed includes several positive aspects, as would be expected of any Metro Station proximate development, and especially one that seeks height and density increases. The positive features of the proposal include:

Affordable Housing

The project includes seven affordable units on site in exchange for the requested height increase of ten feet. The increase in height results in one additional floor or 15 additional units for the residential building. The proposal for seven affordable units represents almost half of the units achieved as a result of the bonus, more than the 1/3 proposed by the Developer Housing Contribution Policy Work Group, and accepted by Council last June. The applicant has not voluntarily offered any contribution to the Housing Trust Fund in conjunction with the base building. The cash value of the affordable unit discount that the applicant would have to provide amounts to approximately \$1,175,000.

Open Space

Many of the residents in the area of the project would like to see the land purchased and retained as open space. Recognizing this desire and the fact that the land has been experienced by the

neighborhood as open space for many years, the applicant has proposed to retain the Madison Street frontage open space as an amenity to the residents, workers, and visitors of the Braddock Place Metro Station area. Staff has worked with the applicant on the park's layout and features resulting in a series of changes to the publically accessible open space plan details and has included a series of conditions in this report in the event Council wishes to approve the project. Of critical importance is that the open space include a public access easement, be privately maintained, and include public art.

Transit and Traffic Support

Given the proximity of the Braddock Road Metro, the applicant has offered to provide several amenities and contributions to maximize alternative modes of travel by the project's new residents, including \$60,000 to the Braddock Area Transit Fund to be used for Braddock Small Area transit improvements; a new bus shelter on Madison Street; bike racks and Zipcar parking spaces. The applicant has also agreed to contribute \$50,000 to the traffic improvement fund to be used for traffic calming in the vicinity of the proposed project. The proposal will include a Transportation Management Plan (TMP) with incentives and disincentives for alternative transportation including mass transit, subsidies, and flex cars.

Pedestrian Amenities

The proposed building is sited to directly line up with an existing pedestrian connection to the Metro station, is oriented to compliment the adjacent pedestrian plaza, and provides new pedestrian connections to public streets and the proposed open space. In addition, the applicant will provide sidewalk improvements and amenities along Madison Street and Braddock Place, with benches and a bus shelter and added street trees.

Green Building

The applicant has committed generally to environmentally-sensitive methods of building and operation.

Building

The applicant has worked with staff through several different project iterations. In addition, the site and building design have improved. Finally, the addition of ground floor retail enhances the residential building, providing space for neighborhood serving commercial use, such as a coffee shop, restaurant or convenience store, that would help extend the hours of use of the adjacent pedestrian plaza.

I. Consistency with City Council Strategic Plan:

The Strategic Plan establishes clear objectives for new development within the City including:

Affordable Housing

- People have a choice of housing opportunities for a variety of income and age levels and for workers in Alexandria.

Open Space

- The City has achieved a balance between open space and development.

Compatibility

- New development and redevelopment are integrated into the neighborhood.

Urban Linkages

- Transit-oriented designs maximize the use of transit.

The proposal in many ways is consistent with many of the goals and objectives of the Strategic Plan. However, while the proposal is consistent with the goals of putting density near transit stops and providing ground level open space, the concern of staff is the scale for this infill site. Staff does not believe that the new development is consistent with the objective of the plan to “Integrate new development into the existing scale and character of the neighborhood”. Therefore, although the application does have many positive attributes, because of the proposed scale, staff is recommending denial.

VI. COMMUNITY

Community meetings have been held about this application. From the outset, nearby residents expressed concern about the project’s size and scale. Although the Inner City Civic Association and some neighbors support the project, many of the immediately adjacent neighbors do not. Comments made at the meetings have included:

- ▶ Height as compared with surrounding buildings;
- ▶ Traffic and open space are major planning Braddock Metro area issues;
- ▶ Proposal was not transit-oriented development due to the amount of parking proposed;
- ▶ Building’s orientation to existing pedestrian plaza;
- ▶ Traffic impacts on streets and congestion/access to Route 1;
- ▶ Keep the site as open space;
- ▶ Proposed building is too large for site and impacts adjacent buildings;
- ▶ Loitering if commercial is 24 hour;

DSUP#2002-0054
BRADDOCK PLACE CONDOMINIUM

- ▶ Impact on water and sewer service;
- ▶ Excavation impacts and surrounding buildings' foundation stability;
- ▶ Sunlight blocked to the pool at the existing Braddock Place Condo;
- ▶ Project should be held off until planning efforts underway are completed;
- ▶ Traffic flow in and out of Fayette and Montgomery Streets;
- ▶ Building too tall and needs stepbacks from Madison townhomes;
- ▶ Concern over impact on the existing pedestrian plaza;
- ▶ Retail loading and impact on the public streets;
- ▶ Residential use is appropriate; and
- ▶ Affordable units are a positive element of the proposal.

VII. CONCLUSION:

Staff recommends denial of the project for all of the reasons articulated above. Simply put, the project is too large, too tall, and does not have appropriate setbacks for its small site, wedged in among other smaller buildings. Any new building at this location will have to be significantly smaller than what has been proposed. The project includes several positive attributes. Nevertheless, because of the mass and scale of the building, its inappropriateness for its residential neighbors, and its failure to meet zoning standards and be consistent with the Master Plan, staff cannot recommend approval.

Staff has included typical development conditions, as well as ones related to the public benefits discussed, in the event that the Planning Commission and Council wishes to approve this proposal.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Chief, Development;
Matthew Le Grant, Urban Planner.

VIII. STAFF RECOMMENDATION:

Staff recommends **denial** of the application. However, if the Commission or Council recommends approval of the project, Staff recommends that it be subject to compliance with all applicable codes and ordinances and the following conditions:

Open Space:

1. The internal proposed open space and plaza area shall provide the level of detail and amenities depicted on the preliminary plan dated May 27, 2005, and shall also provide amenities to encourage its use. In addition the open space and plaza area shall provide the following to the satisfaction of the Directors of P&Z and RP&CA:
 - a. A perpetual public access easement shall be granted for the approximately 155 ft. x 70 ft. open space area on the southern portion of the building. In addition, a public access easement shall be provided for the 22 ft. sidewalk on the western portion of the property from Madison Street to Braddock Place and all sidewalks located outside the public right-of-way. All easements and reservations shall be approved and recorded prior to the release of the final site plan.
 - b. Due to the removal of mature trees, the applicant shall provide 15-20 mature shade trees in the southern open space area that shall be a minimum of 5" to 6" caliper at the time of installation.
 - c. The open space shall also include:
 - i. additional landscaping and groundcover shall be provided for seasonal color and visual interest in a manner that is complimentary to the design of the space use by the public;
 - ii. a sculpture or focal element that is an appropriate size for the open space;
 - iii. amenities such as special paving surfaces, materials, benches, trash receptacles;
 - iv. an irrigation system for all landscaping;
 - v. Where walls or planters are necessary they shall be brick or stone;
 - vi. low scale pathway or bollard lighting;
 - vii. The walkways for the internal sidewalks and plaza shall be generally be the same brick as used adjacent plaza to reinforce the public nature of the space;
 - viii. The entrance to the open space, sidewalk and plaza shall be open and shall not include fence, gates or bollards; and
 - ix. A decorative sign shall be added to identify the ground level open space courtyard as a public park.
 - d. The proposed open space and landscaping shall be privately maintained.
 - e. All lawn areas shall be sodded.

- f. The open space shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses. (P&Z) (RP&CA)

Pedestrian- Streetscape:

2. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall also at a minimum provide the following to the satisfaction of the Director of P&Z:
 - a. Continue the existing brick sidewalk on Madison Street to West Street.
 - b. The sidewalk on Braddock Place shall be a continuous (6) six ft. wide unobstructed sidewalk.
 - c. The applicant shall provide \$50,000 for pedestrian improvements-crossing(s) at the Braddock metro station.
 - d. All sidewalks for the open space, plaza and on Madison Street shall be brick. The sidewalk on Braddock Place shall be concrete.
 - e. Decorative pedestrian scale light poles shall be provided for each public street frontage, the internal open space and plaza area.
 - f. The surface for the eastern drive aisle shall be stamped and colored bomanite or comparable decorative surface.
 - g. The area between the retail area and building entrance shall include decorative patterns, materials and textures to reduce the perceived area of hardscape
 - h. A portion of the emergency vehicle area on the southern portion of the site shall be grass pavers.
 - i. All streetscape improvements and the monetary contribution shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z)
3. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall at a minimum also provide:
 - a. The size of the tree wells shall be increased to 4 ft. x 12 ft. and groundcover shall be provided within each of the tree wells.
 - b. Provide three new street trees on Madison Street, sited so as not to conflict with the EVE access to the public right of way, with a minimum 3.5" to 4" caliper at the time of planting.
 - c. A continuous row of trees shall be provided on the western portion of the building adjacent to the plaza, approximately 30 foot on center.
 - d. Landscape beds and foundation plantings shall be provided on the western portion of the building adjacent to the plaza area.
 - e. Irrigation shall be provided for landscaped and open space areas, including above and at-grade areas, or the Condominium Association shall require the landscape contractor to

- provide watering of plants during minimal periods of rain, in accordance with landscape maintenance standards.
- f. All trees to be limbed up a minimum of six (6) feet as they mature to allow for natural surveillance.
 - g. Trees are not to be planted under or near light poles.
 - h. All landscaping shall be maintained in good condition and replaced as needed. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.
 - i. All work shall be performed in accordance with the latest edition of the Landscape Specifications Guidelines as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
 - j. Depict all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened.
 - k. No shrubs higher than three feet shall be planted within six feet of walkways.
 - l. The proposed shrubbery is to have a maximum height of 36 inches when it matures.
 - m. All landscaping shall be maintained in good condition and replaced as needed.
 - n. Provide site watering and irrigation system plan that includes water source, power location, controller location, and water meter location for irrigation details referenced on C-10.05.
 - o. Provide site lighting plan that includes foot-candle, illumination level calculations throughout the site. Coordinate site lighting with proposed plantings.
 - p. Revise the Hedera helix to a noninvasive exotic.
 - q. Clearly identify, label and provide quantities for all proposed plantings, limits of grass plantings and reinforced turf areas.
 - r. Clearly identify planters, site lighting and site furnishings.
 - s. Provide breakdown of calculations for crown coverage requirements and crown coverage provided at grade and above building structure.
 - t. The landscape plan shall be prepared and sealed by a certified landscape architect.(P&Z)(RP&CA)(Police)
4. Provide all pedestrian and traffic signage in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition, to the satisfaction of the Director of T&ES. (T&ES)

Mass Transit Incentives:

5. A Transit Incentive Coordinator shall be designated for condominiums on application for the certificate of occupancy permit. This person will be responsible for implementing and managing all aspects of the Transit Incentive program and the parking management program for the project,

and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's transit incentives on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any transit incentives accounts, and a work program for the subsequent six months. (P&Z)

6. A transit incentive program account shall be funded annually at a rate of \$120 per occupied residential unit. The first payment to the fund shall be made with the issuance of initial residential Certificate of Occupancy. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained by the Director of Transportation and Environmental Services. The transit incentive program fund shall be used exclusively for these approved activities:
 - a. Discounting the cost of bus and transit fare media for on-site employees and residents. The discounted bus and rail fare media shall be sold on-site to employees/residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 50%.
 - b. Marketing activities, including advertising, promotional events, etc.
 - c. Membership and application fees for carshare vehicles.

Any other transit incentive activities as may be proposed by the applicant and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures. Transit, ridesharing, staggered work hours/compressed work week and the other program elements shall be promoted to prospective residents and residents in the residential buildings. (P&Z)

7. Information about all transit incentive elements shall be distributed and displayed to residents, including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained. (P&Z)
8. A ridesharing program shall be encouraged that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts. (P&Z)

9. A Guaranteed Ride Home Program shall be encouraged and promoted as part of the ridesharing and transit marketing efforts. Provide one time free SmarTrip cards to first time condominium purchasers and retail employees. (P&Z)
10. The applicant shall prepare, as part of its leasing/purchasing agreements, appropriate language to inform residents of the transit incentives plan, prior to any lease/purchase agreements; such language to be reviewed and approved by the City Attorney's office. (P&Z)
11. Modifications to approved transit incentives activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program. (P&Z)
12. The Transit Incentive Coordinator shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the homeowners association. (P&Z)
13. The applicant shall participate in any larger Transportation Management Plan and parking efforts for the area and shall participate with surrounding transportation management plans or residential associations to the satisfaction of the Directors of T&ES and P&Z. (P&Z)
14. The applicant shall promote the use of transit, carpooling/ vanpooling and other components of the Transit Incentive program with prospective residents of the condominium during marketing/leasing activities. (P&Z)
15. This development shall have a goal of promoting transit and ridesharing and discouraging the use of single occupancy vehicles. Modifications to approved Transit Incentives program activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program. (P&Z)
16. In order to promote telecommuting, each of the units will be wired for wireless internet access. (P&Z)
17. The applicant shall donate \$60,000 to the Braddock Area Transit Fund to be used for Braddock Small Area transit improvements. (T&ES)
18. The site is located in an area of traffic calming concerns, the applicant shall donate \$50,000 into the traffic improvement fund to be used for traffic calming in the vicinity of the proposed project. (T&ES)

19. The applicant shall provide a bus shelter and an eight (8) by sixteen (16) foot bus shelter easement at the existing bus stop on Madison Street. (T&ES) (P&Z)

Site Plan:

20. The applicant shall participate and be subject to any special districts or programs created by the Braddock Road Metro Station Area Planning Study. (P&Z)
21. A freestanding development sign shall be prohibited. (P&Z)
22. The final site plan submission shall show all utility structures, including transformers, on the site plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened to the satisfaction of the Director of P&Z. (P&Z)
23. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in off-street parking or open space below that required by the Zoning Ordinance and do not result in an increase in building height or floor area ratio. (P&Z)
24. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. The applicant shall submit a final location survey for the buildings prior to issuance of a certificate of occupancy permit. (P&Z)
25. The applicant shall increase the sidewalk width adjacent to Braddock Place on the northern portion of the site (P&Z)
26. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants:
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.

- d. A public access easement is provided within the open space and is for the use of the general public. The responsibility for the maintenance of the park is the responsibility of the condominium association. The hours for use by the public will be consistent with the Department of Parks, Recreation and Cultural Activities hours for public parks during hours normally associated with residential use.
 - e. All landscaping and open space areas within the development, shall be maintained by the homeowners and condominium owners.
 - f. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - g. That the site is located adjacent to a Metrorail line and the Braddock Place Metro Station, within the heart of an urban area, and will generate substantial vehicular traffic surrounding the project.
 - h. Residents of the building shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. (P&Z) (T&ES)
27. Provide for an improved sight distance at the garage exit so that motorist can see pedestrians on the sidewalk. (T&ES)
28. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan to cover site, adjacent right-of-way and properties. (T&ES)
29. The applicant shall secure approval for an amendment for the Braddock Place Development contract from the City Council. (P&Z)
30. Solid waste services shall be provided by the City. In order for the City to provide solid waste service, the following conditions must be met. The development must meet all the minimum street standards, including the standard cul-de-sac turnaround, if applicable. The developer must provide adequate space within the building City Standard super cans and recycling containers. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
31. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standards. (T&ES)

32. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)

Building:

33. The final building elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated March 3, 2005. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
- a. The applicant shall revise the mass of the building to provide a better transition to the adjoining condominiums and townhouses.
 - b. The facade materials for all sides of the building shall be entirely masonry (brick, precast, stone).
 - c. Color architectural elevations of all building faces shall be submitted with the final site plan.
 - d. All refinements to the design and materials shall be made prior to the release of the final site plan.
 - e. The element of the building visible from the metro pedestrian connection shall be designed as a focal element.
 - f. The northern portion of the building adjacent to the parking garage entrance shall be treated with the same architectural materials and windows as the remainder of the building.
 - g. The applicant shall provide larger scale drawings to evaluate the retail portion, projections, balcony rails, cornice brackets, entrance canopies and sign bands and that the final detailing, finish and color of these elements is critical and must be studied in context with the overall buildings. These detail elements shall be submitted prior to review and approved prior to the release of the final site plan.
 - h. The balconies shall be constructed of high quality materials comparable to the materials for the primary building facades. The balconies shall not project beyond the plane of the building. Ceilings for the balconies shall be constructed of durable cementitious material or similar high quality substitute. (P&Z)
34. The City of Alexandria encourages the use of green building technology. Provide specific examples where this development will incorporate this technology, including low impact development, green roofs, and energy efficient materials, into its design. (T&ES) (P&Z)
35. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. Only one roof stair provided. Provide second stair to roof. Second stair provided, condition met. (Code)
36. Based on a history of sound transmission complaints, it is recommended that all dwelling units have a STC rating of at least 60. (Code)

Parking:

37. Residents of the building shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. The applicant shall notify prospective purchasers that residents will not be eligible for residential parking permits. This restriction shall also be included in the Home Owner Association documents. (P&Z) (T&ES)
38. All visitor parking spaces shall include all applicable signage as required by the zoning ordinance and shall be installed by the applicant. (P&Z)
39. A designated retail loading zone and delivery schedule shall be reviewed to the satisfaction of the Directors of P&Z and T&ES prior to the release of the final site plan. (P&Z)
40. Provide dimensioning of parking spaces, aisle widths, etc. in the parking garage as shown on the preliminary site plan. The dimensions shall not include column widths. (P&Z)
41. The applicant shall provide controlled access into the underground garage. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents and visitors. (P&Z)
42. The lighting for the parking garage is to be a minimum of 5.0 foot candle minimum maintained. (Police)
43. The interior walls and ceiling in the garage are to be painted white. (Police)
44. Maneuvering into and out of parking spaces #26, 33, 99, 105, 172 and 179 will be extremely difficult given that the drive aisle is 20 feet and that the spaces are located up against a solid wall. Access to these spaces needs to be improved or they should be removed from the parking tabulations. (T&ES)
45. The applicant shall provide twelve (12) residential bike racks and three (3) visitors bike racks in the garage. The applicant shall provide two (2) bicycle parking space above grade for the proposed retail facility to the satisfaction of the Director of T&ES. (T&ES)
46. The applicant shall provide 2 parking spaces for Zipcars within the garage as an alternative transit option and effort to reduce the automobile congestion in the Crystal City Potomac Yard corridor. (T&ES)

Construction:

47. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan for the project. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling routes, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (T&ES)
48. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)
49. Temporary construction and 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 certificate of occupancy permit for the building. (P&Z)
50. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information: the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
51. A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520. (Police)

52. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
53. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (T&ES) (P&Z)
54. A “Certified Land Disturber” shall be named on all Erosion & Sedimentation Control sheets prior to the pre-construction meeting or commencement of demolition or construction activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
55. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner’s other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

Stormwater - Environmental:

56. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
57. All on site stormwater facilities will be privately maintained and the appropriate maintenance agreements shall be approved, signed and recorded prior to release of construction permits for this project. (T&ES)
58. The applicant shall provide adequate detention to handle the existing detention facilities that are being removed for the proposed development to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

59. The applicant shall provide only one connection to the existing 24" storm pipe on Madison Street. Eliminate the proposed connection 6A and indicate the treatment of existing structure Ex. 17 on the plans and provide the existing invert elevations to the structure. (T&ES)
60. The project is located in the Braddock West Watershed which is an area with known problems of frequent flooding, inadequate capacity and under detention. The applicant shall provide an additional 10% detention of the ten-year pre-development discharge for the proposed development to the satisfaction of the Director of T&ES. (T&ES)
61. The applicant shall make plans legible, especially the drainage divides plan. The applicant shall justify the runoff coefficient used for the individual areas on the overall drainage divide plan. (T&ES)
62. Show that the proposed detention volume indicated in the storm water narrative is adequate for the required detention for the existing facility and the detention requirement for the proposed development. (T&ES)
63. Provide draincore details and details of how draincore will be integrated with the proposed grasspaver and ensure that the two products are rated for H 20 loading. (T&ES)
64. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
65. The site is located in the combined sewer district, the applicant shall donate into the capital improvement fund for the separation of the combined sewer system. The amount of donation to be determined by the Director of T&ES. (T&ES)
66. The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements of pollutant load reductions and treatment of the Water Quality Volume Default. (T&ES)
67. 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. Any deviation from these requirements must be addressed by the submission of a formal exception letter to the City of Alexandria as described in Memorandum to Industry #2002-0001. (T&ES)

68. 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)

69. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)

70. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)

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

The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a

minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

72. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES)
73. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)
74. Plan does not 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, Division of Environmental Quality. (T&ES)
75. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

Housing

76. Developer will provide a minimum of seven (7) affordable housing units in accordance with an Affordable Housing Plan as reviewed by the Affordable Housing Advisory Committee (Housing)

Staff Note: In accordance with Section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently pursued within 18 months of the date of granting of a permit by the City Council or the approval shall become void.

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

FINDINGS:

F-1 Delete the “Private Street” note from Braddock Place street depiction.

Transportation and Environmental Services

FINDINGS:

F-1 Project site lies within the City’s Combined Sewer District. Proposed stormwater management and compliance with the City’s Chesapeake Bay Program shall be coordinated with City’s policy for management of storm water discharge within the Combined Sewer District.

F-2 Property is within the Timber Branch watershed and ultimately discharges into Cameron Run. Sheet C-8.0 shall be corrected.

F-3 All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES. A note to this effect shall be added to the plan indicating this requirement.

F-4 Indicate where the area drain shown on the southeast side of the building discharges. No pipe is provided. Previous comment response indicated that this area drain is unnecessary.

F-5 Indicate on the plan where the Draincore 2 with Grasspave 2 Reinforcement is utilized on the site or roof. Revise the detail numbers to reference the plan. Previous comment responses indicated that labeling was added. Show the areas where these methods are employed and refer to the details provided.

F-6 Provide more information regarding the “mass loading technique” to be utilized to provide BMP treatment for the site. Provide calculations that demonstrate that the proposed BMP will provide treatment of the WQV. Also update the BMP map to clearly delineate areas to be treated with this development. Label any onsite areas that are not captured for treatment.

- F-7 Worksheet B: Redevelopment is the appropriate worksheet to use in calculating load removal requirements for this site. Removal requirement is 4.38 pounds. Worksheet C: Compliance is computed incorrectly. Fraction of CBPA Drainage Area Served is the Impervious area served by the BMP divided by the overall site area. Figure used should be 0.702 in this case. Load removed as required in Worksheet C: Compliance is insufficient using either worksheet.

CODE REQUIREMENTS:

- C-1 A performance Bond to guarantee installation of the required public improvements must be posted prior to release of a development plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sanitary sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be placed underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

- C-12 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-13 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).
- C-14 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-15 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement

- F-1 The submitted plan provides improved fire access to the proposed structure. The height of the building requires ladder truck access to the two longest sides of the structure. The east face of the building has several obstructions and / or design elements that prohibit access of a ladder truck to this side within the minimum / maximum specified distances:
- The water feature in the entrance circle prohibits ladder truck access to the south west quadrant of the structure. It was agreed that the water feature would be tied into the fire alarm and shut off upon activation of the alarm. The water feature would require a manual reset after the fire alarm was restored. This information shall be included as part of the site plan and fire service plan.
 - The progressive articulation away from the street on the south face of the structure does not meet the ladder truck requirements. Articulation has been revised and now conforms to ladder truck access requirements.
 - The east face overhang over the entry driveway and garage entrance cannot be serviced by ladder trucks because the adjacent private parking lot at 1200 Braddock Place is a gated, non Emergency Vehicle Easement lot. The lot is located over an underground parking structure and does not appear to be H-20 rated. Applicant acknowledges H-20 loading over parking structure under General Notes.
- Applicant requests a meeting to discuss these findings. Finding unresolved pending meeting.

- F-3 Sheet C-5 - Add one additional hydrant at the rear of the structure (south face side) near the sod area for the rear FDC. The hydrant shall not be located closer than 40 feet from the building and not greater than 100 feet from the FDC served. The hydrant located near the entrance circle can be eliminated as long as the existing hydrant on Braddock Place remains. Hydrant provided but is obstructed by landscaping as shown in landscaping plan. Coordinate landscape plan with site plan. Landscaping coordinated. Finding resolved.
- F-4 Sheet C-8 - Vegetation is shown obstructing access to FDCs. This should be cleared up at time of completeness submission. The proposed connector between the rear EVE and the entrance circle needs further documentation. What type of surface is being proposed? The surface must comply with the weight rating requirements for fire apparatus. Grasscrete proposed. On next submittal, provide details on type of visual free standing indicator which will identify limits of EVE on grasscrete. Location of markers shall be shown on site plan as well. Landscaping obstructs FDCs, rear lobby exit and fire command center access. Coordinate landscape plan with site plan. The submitted details need further refinement. An upright decorative feature shall be incorporated into the design which delineates the grasscrete fire easement from non rated surfaces. This is required so that the limits of the EVE are clearly visible during periods of snow accumulation.
- F-5 The height of the proposed structure will require compliance with high rise requirements of the USBC. Acknowledged by applicant.
- F-6 The Fire Control Room shall be accessed from an exterior door located on the west side of the structure near Braddock Place and not off the main lobby. Fire Control Room is provided on plans but access door is not shown. Finding resolved
- F-7 Revise all code references to BOCA to the 2000 ICC Building Code. Update referenced code sections to new ICC code sections. Finding resolved.
- F-8 In previous discussions, the access from Madison Street would be through a mechanical gate tied to the building's fire alarm system, with Knox Box keyed override as well as siren override. Plan shows removable bollards instead of gates. Bollards will delay access to the site.
- F-9 Provide overhead clearance on plans for building overhang. Clearance shall be measured from top of roadway to lowest obstruction.

- C-1 Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. If the applicant meets the conditions in F-2 above, this condition will be waived. Redesign of building is now ladder truck access compliant. Condition met.
- C-2 All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. Acknowledged by applicant.
- C-3 Elevator cabs shall be sized to accommodate ambulance stretchers. Applicant provides on elevator cab with proper access. Both cabs shall be sized for ambulance stretchers. Agreed by applicant.
- C-4 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. Building code analysis incomplete. Analysis is missing items d and e. Condition not met as of Preliminary Review.
- C-5 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. The provided locations of the FDCs are sufficient.
- C-6 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Fire flow approved on 3/22/05. Condition met.
- C-7 The public parking garage floor must comply with USBC 609.2.3 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2800.1: P-1002.0). This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC 609.2.3). Acknowledged by applicant.
- C-8 Enclosed parking garages must be ventilated in accordance with USBC609.4: M-1602.2, Table M-1602.2, M-1604.4.1. Exhaust vent location is partially within the EVE. Relocate vent outside of EVE. Exhaust vent relocated but not identified on plan.
- C-9 The proposed building must comply with the requirements of HIGH-RISE building (USBC 602). Acknowledged by applicant.
- C-10 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one

on each side/end of the building; c) fire hydrants located within 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 twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Plan provided.

- C-11 A separate tap is required for the building fire service connection. Tap provided.
- C-12 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Note provided. Condition met.
- C-13 The final site plans shall show placement of fire easement signs. Provide 1 additional easement sign on the East side of the Fire Access Road at Madison Street. Condition met.
- C-14 A soils report must be submitted with the building permit application. Condition met. Submitted.
- C-15 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. Acknowledged by applicant.
- C-16 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. Cluster handicap parking next to elevator lobby. Condition met.
- C-17 Handicap parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. Applicant will include in HOA documents. Condition shall remain as site plan condition.

- C-18 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 a 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.

Virginia American Water Company

- C-1 Hydraulic calculations (computer modeling) will be completed to verify main sizes upon final submittal of the site plan. (VAWC)
- C-2 VAWC will require a copy of the Code Enforcement approved needed fire flow calculations for this project. (VAWC)
- C-3 Both of the proposed Storm Water Management Detention Tanks are shown encroaching on the existing VAWC Waterline Easement. No utilities or structures are allowed within VAWC's easement. (VAWC)

- C-4 A double detector check backflow prevention device is required on all fire services. If located inside the premises, it must have a remote reading meter in a separate accessible room. (VAWC)
- C-5 On Sheet C-4.00, and again on Sheet C-5.00, there are three water valve boxes shown southwest of SWM Detention Tank #1. These are existing service lines (1-8" fire + 2-4" domestics) that go to 1320 Braddock Place. (VAWC)
- C-6 The water main is not quite shown correctly. Please contact Al Walukonis at 703 706-3863 to obtain a copy of the 'as built' for this area. (VAWC)
- C-7 Please add the following note to the plan, "All water facility construction shall conform to Virginia American Water Standards and Specifications". (VAWC)

Recreation, Parks and Cultural Activities

- C-1 On C-2.00, provide Open Space calculations showing ground level and above ground Open Space areas. Indicate what percentage of Open Space is located at ground level and/or other locations. (RP&CA)

Police Department

The following recommendation related to site lighting has not been included as a condition; rather, staff has recommended that the applicant prepare a lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police, which will likely result in lower lighting levels than recommended by the Police:

- R-1 The lighting for the surface lot and all common areas is to be a minimum of 2.0 foot candles minimum maintained.

Health Department

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Five sets of plans are to be submitted to and approved by the Health Department prior to construction of any facility regulated by the Health Department.

DSUP#2002-0054
BRADDOCK PLACE CONDOMINIUM

- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-7 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-8 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia Chapter 599, Section 54.1-3029 and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2, prior to engaging in any massage activity.
- C-9 Coin-operated dry cleaning facility plans must comply with Title 9, Chapter 4, Coin operated Dry Cleaning Establishments.
- C-10 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- C-11 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.
- C-12 Food must be protected to the point of service at any outdoor dining facility.

DSUP#2002-0054
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**REPORT ATTACHMENTS
AVAILABLE IN THE PLANNING AND ZONING OFFICE**