

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 3, 2008

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: THE MADISON (800 NORTH HENRY STREET)
DSUP# 2007-0005
SUP (TMP) # 2007-00051

At the December 4, 2007 Planning Commission public hearing, the Commission deferred the Madison applications and requested that staff provide additional information regarding the following issues:

- Extension of Montgomery Street.
- Proposed open space modification.
- Affordable housing.
- Public benefit.

This memorandum serves as an addendum to the staff report for the December 4, 2007 hearing and addresses the points outlined above.

A. Extension of Montgomery Street

History:

City records indicate that Montgomery Street did not exist in this block until approximately 1930 because of the Belle Pre Bottling Co, which occupied almost the entire site. (Fig. 1) The bottling plant existed on the site until approximately 1921 when it was destroyed by fire. The extension of Montgomery Street existed on the northern portion of this block for only a few years beginning in 1939. In 1954 the unused right-of-way was approved to be vacated by City Council Ordinance 805 to make room for the current building. When

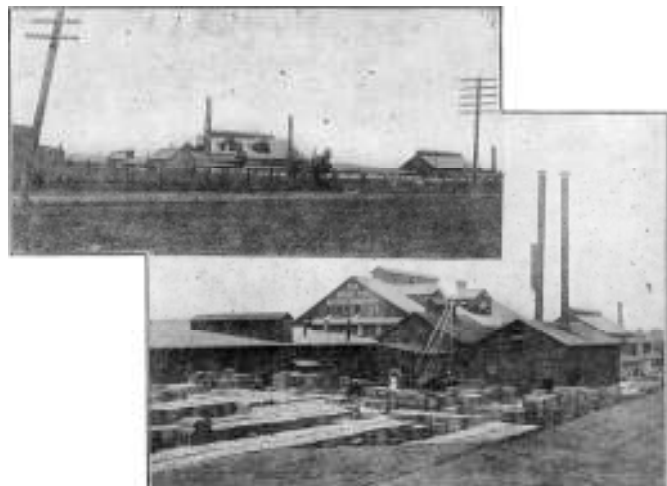


Fig.1 Belle Pre Bottle Company (1907)

the street was vacated, the property to the west of the site was the Parker Gray High School. The Braddock Place development was constructed on the school site in the 1980's. The 1992 Braddock Road Small Area Plan, specifically states that *given the evolving and planned nature of Fayette Street as a residential street, the extension of Montgomery Street through to Fayette Street is not recommended.*

Current Proposal:

A fundamental premise of all planning and development projects is the creation and extension of street grids to the extent possible with each new project or plan. In this case, despite the history of the site, staff did explore the possibility of extending Montgomery Street.

Extending Montgomery Street would have positive impacts such as enabling additional alternatives for cars and pedestrians. However, in this case, the extension of Montgomery Street on this property would not enable it to be a continual street because the street would end at the Braddock Place development. (Fig 2) If the extension did enable the completion of Montgomery Street staff would be recommending extension of the street.



Fig. 2 Braddock Place Office development breaks the grid

Building Break

The initial proposal for the site consisted of one large building without any building breaks and loading/unloading on Fayette Street. In an attempt to reduce mass of the initial proposal, staff recommended a building break to reduce the massive nature of the building. The applicant responded by providing an approximately 50 foot wide building break in the central portion of the site. (Fig. 3) This approach has been successful in breaking the mass of the development of this block into two smaller buildings, a solution that would likely not have happened had Montgomery Street been extended and removed some of the development potential of the property. The internal street does create a new vehicular and pedestrian connection that will be pedestrian oriented and provide more direct access to the future retail on Henry Street.



Fig. 3 Current Madison proposal provides a 53-ft wide building break

Loading Service Area/Alley

The initial proposal by the applicant proposed loading/unloading on Fayette Street. The residents on Fayette Street wanted loading/unloading to not be located on

Fayette Street, which is also consistent with the desire to make Fayette Street a greener walking street. This required the creation of an internal alley, which is currently proposed on the northern portion of the site.

Conclusion:

The approximately 50-foot wide building break and the approximately 40-foot wide service area on the northern portion of the site total approximately 90 feet of the length of the site. Requiring the extension of Montgomery Street would require additional area to be dedicated for streets on the northern portion of the site. As noted earlier the central building break helps to reduce the perceived scale of the proposal. In addition to dedicating the necessary 66-foot wide right-of-way for Montgomery Street there would be an approximately 30-foot wide undevelopable area on the northern portion of the site if the street was extended. (Fig 4)

Creation and extension of streets is something that must be evaluated as part of a plan and as part of each redevelopment site. While staff is not recommending the extension of Montgomery Street in this case, staff will be recommending as part of the upcoming plan that several other streets and connections be extended and completed as part of the redevelopment of Andrew Adkins and the Braddock Gateway site. (Fig 5) While ideally, staff would recommend the extension of Montgomery Street, there is, as with each development case, a necessary balancing of sometimes competing interests. In this case, because of the benefit of the building break, the restriction of loading on Fayette Street and the limited possibility of connections to the west, because of the Braddock Place development, staff is not recommending the extension of Montgomery Street. However, as previously discussed, there will be other areas where the street grid can be enhanced as part of the upcoming Braddock Plan and accompanying redevelopment.

B. Proposed Open Space Modification

The applicant is proposing 25% ground-level open space, rather than the 40 percent open space required by the CRMU-H zone. Although staff usually does not support open space reductions, staff is supportive of the applicant’s request for two reasons: the amount of retail proposed restricts the amount of open space that can be provided



Fig. 4 Extending Montgomery St. would result in an approximately 30-ft wide undevelopable portion of land.



Fig. 5 New streets and connections anticipated as part of future redevelopment projects.

because of needed service and loading areas; and the applicant will provide a monetary contribution to the Braddock Open Space Fund to compensate for the 15% open space that is not provided.

The applicant contends that the central street and northern access drive, which amount to over 13,000, square feet would enable the amount of open space to be increased from 25% to over the required 40%. (Fig 6) As discussed in the staff report, while the streets do not technically count as open space it contributes to the “openness” of the proposal and also reinforces the public nature of the central area and open space. With the elimination of the street the technical amount of open space would increase but the public nature of the central area would be diminished. The applicant also requested that a portion of the interior amenity space and roof-top decks be counted as part of the open space and, as indicated in the staff report, this is something that staff did not include within the open space calculation. The other tradeoff with open space is height. The initial proposal had a 90-foot tall building on the northwest portion of the site. In response to concerns express by the community and staff, the height of the building was reduced, which increased the amount of building footprint with a corresponding decrease in open space.

Similar to the approach in Eisenhower East, staff is recommending that the applicant provide ground level open space on-site but also contribute to an open space fund for the Braddock area that would enable the purchase of a useable consolidated park. Staff is also recommending additional front yards and areas for landscaping on Fayette Street. (Fig. 7)

C. Affordable Housing

In establishing and implementing its affordable housing policies, the City complies with Virginia law. Thus, except for cases in which bonus density has been requested under the provisions of the Zoning Ordinance, the City does not require developers to make affordable housing contributions, but will only accept them if they are voluntarily offered. The Developer Housing Policy Work Group’s (DHPWG) recommendations for voluntary contributions related to affordable housing were accepted by City Council and the development community, and consisted of suggested contribution amounts for commercial and



Fig. 6 The Madison alley/northern access drive and central street

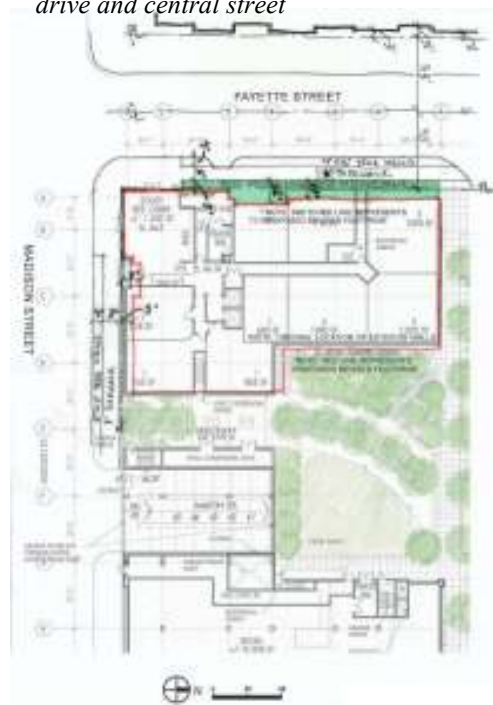


Fig. 7 Front yards proposed along Fayette St.

residential developments. The Madison development has offered to make a contribution of \$777,562 to the Affordable Housing Trust Fund, which is consistent with the DHPWG's recommendations. While staff would prefer to have a more significant contribution, staff is attempting to work within the limitations of the existing law and policies for voluntary contributions. There is an affordable housing workgroup that has been created that includes a member of the Planning Commission, two members of Council and other members to explore options for increasing the amount of affordable housing and retain existing affordable housing.

D. Public Benefit

Staff has worked with the applicant to provide the following contributions and benefits, which are added as conditions of approval:

- Publicly accessible ground-level open space.
- Significant amount of ground-floor retail.
- New publicly accessible street.
- Smaller block sizes.
- Underground parking.
- Braddock Open Space Fund contribution.
- Braddock Metro Neighborhood Street Improvement Fund contribution.
- Affordable housing contribution.
- A building mass broken down through the creation of an internal street, greater articulation in the facades to include increased step backs and a reduction in the permissible height.
- Use of green building technology.
- Underground utilities.

Unlike some sites that are open space or wooded, this site is a vacant warehouse that the upcoming Braddock Plan designates as a redeveloped area due to the existing use and proximity to the metro. Therefore, creating a mix of retail and residential uses and underground parking are elements that everyone can agree are public benefits to the site. The question then becomes is the configuration, height and mass appropriate given the proximity to the metro and the adjoining context of existing buildings and is the amount of public benefits appropriate given the proposed level of redevelopment. Staff believes that with the conditions outlined above in addition to the uses there will be a public benefit for this neighborhood. However, one element that is not yet entirely resolved is the building design of the proposal. Staff believes that exemplary design and materials is a considerable public benefit and has recommended numerous conditions to address architecture as part of the staff's recommendation of approval. Since the last Planning Commission hearing, the applicant has significantly revised the design of the buildings on Fayette Street to address comments by staff and the Commission and to reduce the perceived scale of the proposal. The revised scale and design, especially on the Fayette Street frontage had improved considerably since the last Planning Commission hearing. While staff believes the proposal requires additional refinement, staff believes these can be addressed by the proposed recommendations.

In addition to these public benefits, the applicant is also required to contribute to funds for the Braddock area and the Open Space Fund and the Street Improvement Fund. These funds were established through the ongoing Braddock Metro Neighborhood planning process and will be used to make investments in new parks and streetscape improvements.

Docket Item #7 A & B

DEV. SPECIAL USE PERMIT #2007-0005(A)
SPECIAL USE PERMIT (TMP) #2007-0051(B)
THE MADISON

Planning Commission Meeting
January 3, 2008
Report Updated – 12/26/07

REQUEST: Consideration of a request for approval of a development special use permit with site plan for a residential/retail mixed use building with underground parking; increased floor area; a parking reduction; a transportation management plan; and modifications.

APPLICANT: TC MidAtlantic Development III, Inc.
by Duncan Blair, attorney

LOCATION: 800 North Henry Street

ZONE: CRMU-H/Commercial Residential Mixed Use High

PLANNING COMMISSION ACTION, DECEMBER 4, 2007: On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission deferred action on the requests until after approval of the Braddock Road Metro Small Area Plan. During discussion of the motion, Mr. Wagner and Mr. Jennings expressed their opposition to the motion. Mr. Wagner then introduced an alternative motion seconded by Mr. Komoroske, to defer the requests until the January 3, 2008 public hearing. Mr. Dunn amended his previous motion and moved to defer the application to the January 3, 2008 hearing or until such time as staff determines is necessary. The amended motion was seconded by Mr. Komoroske and carried on a vote of 6 to 1, with Mr. Jennings voting against. The public hearing on the item was closed.

Reason:

The Commission expressed support for the proposed development but had specific concerns about several issues related to: the extension of Montgomery Street, public benefit, open space, and affordable housing. Specifically, the Commissioners raised questions and requested additional information on: the justification for not extending Montgomery Street, the public benefit of the project warranting a doubling of the FAR, justification for the open space reduction, and an assessment of the need to provide affordable housing units in this project. In addition, the Commission noted that many of these issues are related to the numerous amendments outlined in the letter to the Planning Commission submitted by the applicant.

Speakers:

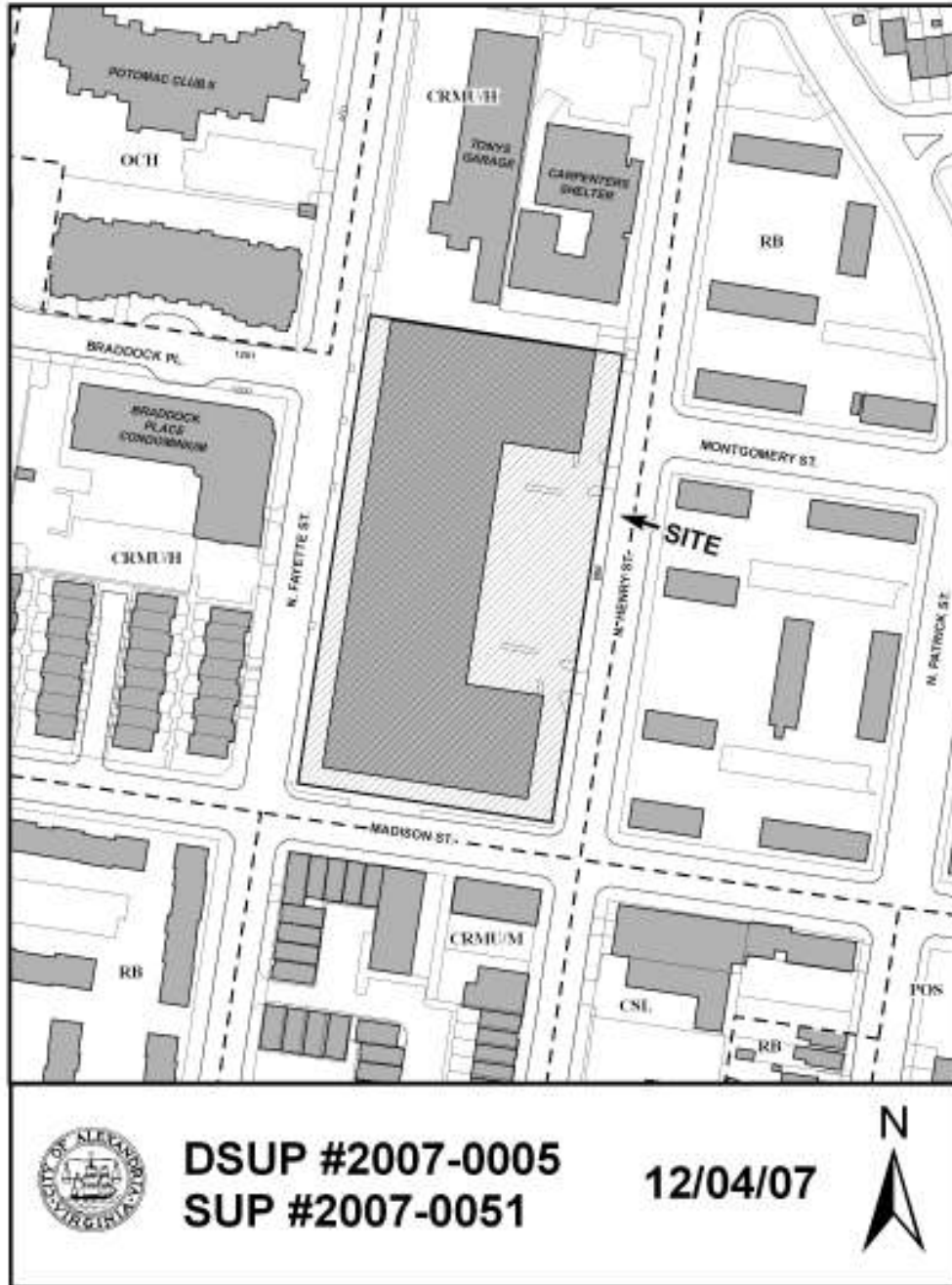
Duncan Blair, attorney, representing the applicant.

William Camarinos, resident at 1200 Braddock Place, spoke in support of the project; however he expressed concern regarding the proposed building heights. Mr. Camarinos stated that the proposed buildings are too tall and that the maximum height should not exceed the height of the existing Monarch Condominiums and Braddock Lofts developments.

Poul Hertel, resident at 1217 Michigan Court, spoke in opposition to the proposal. Mr Hertel raised concerns about the project being too tall and that yards are needed around both buildings. He also stated that the project is too dense and the architectural design of the project needs additional work.

Maria Wasowski, resident at 306 Hume Avenue, spoke in support of the proposal and stated that the proposed development will be beneficial to the community. Ms. Wasowski noted that the proposal fulfills the principles of the ongoing Braddock Small Area Planning process and that the developer participated in public meetings to address community concerns.

DEVELOPMENT SUP #2007-0005
SPECIAL USE PERMIT (TMP) #2007-0051
THE MADISON
Report Updated-12/26/07



DSUP #2007-0005
SUP #2007-0051

12/04/07



I. IMPACTS / BENEFITS

IMPACT/BENEFIT	COMMENTS
Consistency with Strategic and Small Area Plan	<ul style="list-style-type: none"> ▪ Active street level uses, pedestrian amenities and connections ▪ Mass and scale respect existing residential neighborhood ▪ Ground level open space and public areas ▪ Ground level retail ▪ Quality design and architecture
Use	<ul style="list-style-type: none"> ▪ 344 residential condominiums in two buildings ▪ 23,000 square feet of ground level retail
Open Space	<ul style="list-style-type: none"> ▪ 11,500 square foot plaza space open to the public ▪ Interior courtyard for enjoyment of residents ▪ 28,135 square feet or 25% at grade ▪ New street and alley contribute approx 13,000 sq ft
Pedestrian / Streetscape	<ul style="list-style-type: none"> ▪ Sidewalk improvements, street trees, and pedestrian lighting ▪ Average sidewalk width of 18 feet ▪ Mid-block Private Street w/public access easement for pedestrians ▪ Enhanced crosswalks at existing intersections
Building Compatibility	<ul style="list-style-type: none"> ▪ Building mass broken by new street ▪ Designed as 7 different buildings to reduce appearance of mass and to relate to opposite block faces ▪ Tallest part of building faces alley and NW corner of site ▪ Lower building at Eastern and Southern ends corner to correspond to residential neighborhood ▪ Front yards and entry ways on South and West sides to correspond to townhouse
Affordable Housing	<ul style="list-style-type: none"> ▪ Voluntary contribution of \$777,562
Traffic/Transit	<ul style="list-style-type: none"> ▪ Two blocks to Metro ▪ Well served by bus routes ▪ Transit incentives ▪ On-site bicycle parking at grade and below grade storage for residents
Parking	<ul style="list-style-type: none"> ▪ 521 spaces provided on two levels of below grade parking ▪ 5 visitor/customer spaces provided along new street ▪ 11 new parallel parking spaces added for public use on Fayette Street ▪ Service alley provided for loading/unloading for retail and residential use ▪ Parking permits prohibited ▪ Bicycle parking provided for visitors and residents
Environment	<ul style="list-style-type: none"> ▪ Earthcraft certification ▪ Increase in tree canopy area
Fiscal Impact	<ul style="list-style-type: none"> ▪ Projected Net Property Tax Revenue: \$1,000,000/year

II. EXECUTIVE SUMMARY

A. Overview

The applicant is requesting approval of a development special use permit to construct a mixed use development that will consist of 344 residential units and approximately 23,000 square feet of ground floor retail. The proposed buildings will range in height from approximately 50 to 72 feet with a two level below grade parking garage. The applicant is requesting development special use permit approval for the following:

- An increase in floor area ratio from 1.25 to 2.5;
- A transportation management plan; and
- A parking reduction.

The applicant is also requesting approval of several modifications as discussed in more detail below.

B. Braddock Small Area Plan

Although the Braddock Plan has not yet been adopted, the public hearing has tentatively been scheduled for March 2008, the applicant has made the decision to move forward with a public hearing on this project in advance of the Plan's formal approval. The applicant has indicated that they have been waiting for the plan to proceed and can no longer wait for the plan to be adopted. While staff might prefer that Plan adoption precede public hearing of this project, the details of the proposal and the considerable staff recommended changes allow staff to recommend approval – both for its general compliance with the existing zoning, as well as for its compliance with the principles that have been generated as part of the upcoming Braddock Plan. Staff has recommended considerable revisions to the plan on issues such as pedestrian improvements, open space adjacent to the street and building scale. Staff believes that with the staff recommendations, the proposal will be consistent with the following principles of the upcoming Braddock Plan.

Principle: *Make Fayette Street a pedestrian-oriented street.*

Response: To make a pedestrian oriented street, involves many components successfully interacting together such as scale, setbacks, entryways, building design, landscaping and lighting. Staff has attempted to address



Figure 1. Proposed site plan and surrounding context.

all of these issues by the staff recommendations and implementation of the specific principles discussed below.

Principle: *Provide green edges adjacent to the street, especially on Fayette Street.*

Response: Staff has added a recommendation that will require significantly more green landscaped areas, especially on Madison and Fayette Streets. The recommendations require that a portion of the units on Fayette Streets provide front yards with landscaping for portions of Fayette Street similar to the recently constructed Prescott project. The staff recommendations require landscaping adjacent to the buildings on Fayette Street and Madison Streets.

While portions of the Henry Street and Madison Street facades do not have green adjacent to the sidewalk, these facades have retail frontages. Consistent with building uses on Mount Vernon Avenue, Queen Street or King Street, the sidewalk is adjacent to the retail uses.

Principle: *Retail uses on Madison and Henry Streets.*

Response: The applicant is proposing approximately 23,000 square feet of retail use on Henry Street that will have a minimum depth of 65 ft., with the loading/unloading occurring on a newly created service road-alley on the northern portion of the site, with a floor-to-floor height of 16.5 feet.

Principle: *Compatible Scale and Height*

Response: Staff has worked with the applicant and the community to locate the tallest portion of the building (72 feet) next to the taller buildings (77 to 90 feet) on Fayette Street to minimize impact on the existing lower-scale townhouses (Braddock Lofts, Braddock Townhomes) and the



Figure 2. Urban design diagram from the ongoing Braddock Metro planning study depicting planned retail locations.

Report Updated-12/26/07

smaller scale Northeast neighborhood. While, staff has worked to locate the smaller heights next to the smaller scale buildings or neighborhoods, the proposal will be considerably taller than the existing warehouse and even the context to the north and east until these blocks redevelop.

A full building break helps to further break up the mass and act as a transition between the higher buildings on Fayette Street and the lower height buildings proposed along Madison and Fayette Streets. Additionally, the project has been designed with a variety of architectural styles, heights and roof forms resulting in a project that appears to be several different buildings built at different times. The result is a project that is quite dense (2.5 FAR), while still relating to each of the different scales that surrounds it, including, especially, the small scale residential town homes to the southwest of the site.

The other important element regarding scale on Fayette Street is that staff is recommending a three story expression on Fayette Street, with the taller elements setback to further reduce the perceived scale of the buildings on Fayette Street and further reinforce Fayette Street as a walking street.

C. Conclusion

Staff recommends approval of the proposal with the staff recommended changes which will enable the proposal to reinforce the emerging principles of the Braddock Plan. While staff supports the overall proposal, the staff recommendations will require considerable revisions to the overall massing and building design. In addition, the staff recommendations require that the buildings require additional refinement and the use of high quality materials to assure that the building design remains consistent with the quality of buildings expected in the Braddock Plan as the building design is refined through the final review process.

In conclusion, the proposal does help to create an urban sense of place, having sizable active retail uses, maximizing the use of transit, and minimizing the impact of the automobile. It includes staff recommended strategies for maximizing transit use and creates primary and secondary pedestrian networks with pedestrian-friendly sidewalks and open space.

III. BACKGROUND

A. Site and Surrounding Context

The site is located in the Braddock neighborhood near the Northeast neighborhood in a block bounded by Henry Street to the East, Madison Street to the South, Fayette Street to the West and developed parcels to the North which abut First Street. The property currently contains a 70,000 square foot warehouse building, with surface parking areas adjacent to Henry Street and on Fayette Street. The one-story tall building presents a primarily solid wall to Madison and Fayette Streets. In addition, because of the continual curb cut on Fayette Street, there is no on-street parking for the Fayette Street frontage. There are existing overhead utility lines exist along Fayette and Madison Streets. The adjoining buildings and uses range dramatically in size and height and range from the two story Madden/Bland townhouses to the 150-foot tall Meridian apartment building.

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

- To the north, the site is bordered by the low scale (one & two-story) Carpenters shelter and Tonys auto repair facility. The current zoning allows heights up to 90 feet and a floor area of 1.25. The floor area may be increased to 2.5 with a special use permit.
- To the east are the Samuel Madden and James Bland public housing communities which are two-stories tall. However, these blocks and their potential redevelopment will be evaluated as part of the Braddock East planning process.
- To the south of the site are a one story restaurant and small retail building with a surface parking lot and the Braddock Lofts townhouses. The Braddock Loft townhouses are 35 feet tall at the street and setback at the fourth level for a total height of 45 feet.
- To the west are the Braddock townhomes which are three stories in height. Farther



Figure 3. The James Bland and Samuel Madden ARHA developments, east of the Madison site.



Figure 4. Braddock Lofts, located south of the Madison site.



Figure 5. Braddock Townhouses, located southwest of the Madison site.

North on Fayette Street are the 77-foot tall and 90-foot tall Braddock Condominiums. North of these two sites is the 150-foot tall Meridian building.

This broad mix of surrounding uses, sizes and shapes makes redevelopment of the proposed site challenging, if it is to be done in a manner that is compatible with the existing neighborhood while still providing an appropriate level of density one block from the Metro station.

B. Project Description

The proposal consists of two residential buildings separated from one another by an approximately 55 foot wide street and a northern service road-alley. While functionally the proposal consists of two building footprints the proposal is expressed as several smaller buildings by using different architectural styles, which developed over time, typical of Alexandria blocks. The proposal consists of ground floor retail for the Henry Street frontage and a portion of the Madison Street frontage totaling just over 23,000 sq. ft.

A total of 344 residential units are proposed with 138 units planned for the southern portion of the site and 206 units planned for the northern portion of the site. The residential mix includes 242 one-bedroom units and 102 two bedroom units of varying sizes. The sizes of the units vary from approximately 600 to 1,300 square feet. The two buildings are built over a two level underground parking garage with a total of 516 parking spaces. Access to the underground garage is from Madison Street. A portion of the required open space is provided on the northern portion of the site with an internal 8,500 sq. ft. courtyard and an 11,500 sq. ft. courtyard on the southern portion of the site. The proposal ranges in height from 50 feet on Henry Street and Madison Streets to 50 to 72 feet on Fayette Street.

C. Neighborhood Planning Process

The ongoing long-range community planning in the Braddock area will result in a plan that refines and builds on the 1992 Braddock Road Small Area Plan. In addition, the Braddock East housing study will be dovetailed with the Braddock Plan, focusing on the Alexandria Redevelopment Housing Authority (ARHA) properties including the Madden/Bland properties to the east of the Madison, a Hope VI application.

The Braddock Plan aims to reconcile three specific objectives, all of which have been endorsed by the community through the ongoing planning process. The first objective is the clear desire to preserve the existing stable and historic residential areas of the Braddock Road Metro area, most of which is located in the Parker-Gray Historic District. In addition, there is a desire to maximize the Metro station location by encouraging redevelopment of the large warehouse sites surrounding the station. Finally, the Braddock Plan seeks to create an urban village, a key concept of the City Council's Strategic Plan to connect existing and new neighborhoods with active uses, walkable places and open spaces, resulting in an urban community where people live and work.

D. Extension of Montgomery Street

The development planning for this block and the ongoing small area planning process has included discussions on extending Montgomery Street from Henry Street to Fayette Street to complete the missing link in the street grid. Although the 1992 Braddock Road Small Area Plan does not recommend this extension, it has been reevaluated as part of the review process of this project. Staff is not recommending the extension of Montgomery Street because it would have limited benefits, leaving a narrow strip of land on the applicant's property at the north property line that would be nearly impossible to develop. Furthermore, staff finds that not extending Montgomery Street will limit increased cut-through traffic to Fayette Street, which has been identified as a street for pedestrian enhancement.

E. Zoning

The property is zoned Commercial Residential Mixed Use, High (CRMU-H). Multi-family residential and retail uses are permitted in this district. The table below summarizes how the project complies with the zoning.

The Madison		
Property Address:	800 North Henry Street	
Total Site Area:	113,100 square feet or 2.596 acres	
Zone:	CRMU-H/Commercial Residential Mixed Use (High)	
Current Use:	Office/Commercial/Warehouse	
Proposed Use:	Mixed-Use Residential multi-family and First Floor Retail	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	1.25 or 2.5 w/SUP	2.5*
# of Units	n/a	344
Height	90	S. building = 50 feet N. building = 50 & 72 feet
Open Space:	40%(41,168sf)	25%(28,135sf)**
Parking :		
Residential	494	430
Visitor (15%)	75	0
Commercial	101	86
Total	670	521***
Loading Spaces	2	2
*SUP requested **Modification requested ***Parking reduction requested		

IV. STAFF ANALYSIS

The proposed redevelopment of the warehouse site presents an opportunity to redevelop a site slightly larger than a City block, located only one block from the Braddock Road Metro station. The proposal is proceeding in advance of the forthcoming Braddock Plan, which is slated for a public hearing later this spring. However, the applicant has worked with staff and the community to incorporate the elements of the Braddock Plan. While staff might prefer that Braddock Plan adoption precede public hearing of this project, the proposal is permitted within the existing zoning and staff believes that with the proposed revisions the project will comply with the principles of the upcoming Braddock Plan.

During the current community review for a new Plan several themes have arisen that relate to this location. First, residents support the idea of allowing more retail uses along Madison Street, making it one of a limited number of retail clusters in the area. Some retail already exists opposite the site on the South side of Madison Street which will be strengthened by the new retail space proposed as part of this project. Furthermore, residents want Fayette Street to become a pedestrian-focused street with enhanced amenities such as wider sidewalks, street trees and pedestrian scaled lighting. Additional issues and desires raised by the community include the following which are discussed within the report.

- Open space
- Landscaping adjacent to the street.
- Pedestrian improvements
- Mass/scale compatibility
- Parking
- Traffic

A. Open Space

One of the on-going discussions throughout the Braddock planning process and this proposal has been the location and amount of open space, especially the proposed southern courtyard. The proposal includes two primary areas of open spaces, an approximately 8,500 square foot courtyard in the north building and an approximately 11,500 square foot courtyard on the southern portion of the site. Throughout the review process and plan process, there has also been a lot of discussion about providing the following through the use of open space and landscaping:

- A sense of openness and green adjacent to the streets.
- Desire to have public useable open space areas.

A sense of openness and green adjacent to the streets.

Community residents have expressed a desire to require that green spaces be located adjacent to streets so that these areas are



Figure 6. Proposed publicly accessible open space courtyard.

more visible and accessible to the public and create a buffer between the sidewalk and building wall. Staff has recommended that the buildings adjacent to Madison and Fayette Streets be shifted farther from the street to provide green and landscaping adjacent to the street.

Along all of the street frontages, street trees with ground cover planting are proposed adjacent to the curb which will provide additional green space as well as a greater separation between pedestrians and moving vehicles.

Desire to have a public useable open space.

The proposed public open space is a courtyard of approximately 11,532 sq. ft. and is part of the south building. The design of this space is centered on a pedestrian passageway that links Madison Street to the new internal street via this space and the arched breezeway. This courtyard will feel more expansive because the new street will function as an extension of the courtyard through similar paving materials and plantings. This courtyard consists of both paved areas with benches as well as landscaped areas that include a lawn and fully planted beds and functions as the central focal point of the project.



Figure 7. View of courtyard from Henry Street and internal street.

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

Open Space Modification

While staff supports the current proposal with the recommended revisions outlined above, the proposal provides 25% ground level open space, rather than the 40% open space required by the zone. Therefore, the applicant is requesting an open space reduction. As part of their justification for an open space reduction, the applicant contends that if the area of the internal street would be included in the open space calculations the project would exceed the open space requirements. While staff acknowledges that the internal street does help provide a sense of “openness” for the project and the courtyard and also creates a considerable 53 to 55-foot wide building break on Henry Street and Fayette Street, the road

does not function as open space. In addition, the zone permits, other non-green comparable amenities which staff indicated would not be counted as part of the open space of this proposal.

One of the elements evolving within the Braddock Plan is to provide for a variety of larger parks and open space that are adequately sized and properly located to serve the neighborhood and the City, similar to the approach taken as part of the Eisenhower East Plan. Similar to the Eisenhower East Area an appropriate fair-share contribution was developed to enable construction and improvements of large public parks.

While in general, staff usually does not support open space reductions, staff supports this request as part of this proposal contingent on a contribution to the Braddock Road Open Space Fund that will be solely used for open space acquisition and improvement within the Braddock Road study area. Rather than recommending a specific contribution at this time, staff is recommending that this amount be approved by the Planning Commission as part of the implementation process of the Braddock Plan, similar to Eisenhower East.

B. Pedestrian/Streetscape Improvements

One of the central principles of the Braddock Plan is focusing emphasis on the pedestrian over automobiles both to promote transit, and to facilitate a vibrant and safe community. The existing warehouse use on this site, just one block from the Metro Station, currently acts as a barrier to pedestrians because of its high, long brick walls, uninteresting frontages, loading bays, above grade utility lines, absence of trees, and lack of sidewalks and parking.

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

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

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

- Existing overhead utilities on Fayette Street and Madison Street along the property frontage will be located below ground by the applicant.
- Sidewalks will be as wide as 18 feet along the retail frontage and include street trees along the curb side of the sidewalk
- Active uses, front yards, and public open space for each street frontage.

- Staff recommends that the railroad tracks still existing on the North Fayette Street side be incorporated into the project.

The result of these improvements will be a dramatic change from the site's current condition and will help this block act as a connection between and among areas around it, linking neighborhoods, uses, the Metro Station, and civic and cultural neighborhood sites to each other. The community desires that streetscape improvements continue and expand throughout the Braddock area. Thus, staff is recommending a condition that will require the applicant to contribute to a public streetscape fund for future targeted improvements. Similar to the open proposed contribution for open space, the contribution to the pedestrian streetscape fund would be approved by the Planning Commission as part of the implementation of the Braddock Plan.

C. Mass, Scale and Compatibility

Though the applicant is seeking additional floor area ration (FAR), the project has been designed to mitigate for the increase in building size. Instead of creating a single building block, the proposal for a new street breaks the project into two smaller volumes, described as the South building and North building. Each building is further reduced visually by creating what appears as a series of smaller buildings. These smaller buildings each are differentiated from one another by reflecting various architectural styles, colors and materials. The buildings have been lowered below the by-right height of 90 feet permitted by the zoning code. The South building maintains the lowest scale with no part of the building exceeding 50 feet. The North building contains two building heights with a 50-foot section along Henry Street and a taller 72-foot building component located on the Northwest part of the site closet to other nearby tall buildings and away from smaller low-scale development located on the other blocks.

Building Break – Interior Street

With only a few exceptions nearly all city blocks throughout Old Town and Parker-Gray are identical in size. The block in which The Madison is proposed is the size of two standard city blocks bounded by First Street to the North, Fayette Street to the West, Madison Street to the South and Henry Street to the East. This block is double in size because Montgomery Street does not extend through the center of the block. The Madison will occupy roughly the Southern half of the block. This project will include a new street that will create two blocks out



Figure 8. Proposed heights for the Madison and surrounding existing heights.



Figure 9. Proposed internal street.

of the larger block. Because of current land ownership boundaries it is not possible to simply extend Montgomery Street through to Fayette Street. Instead the new street will bisect the lower half of the block while a new alley will separate The Madison from Tony's Garage and Carpenter's Shelter which occupy the upper half of the block.

The addition to the interior street, an alley has been provided which also helps to create a break between this project and future development on the Tony's Garage and Carpenters Shelter site. These travel ways also allow for more convenient pedestrian access for residents on Fayette Street to access the retail on Henry Street as well as improve access to the metro station.

Varied Building Styles and Heights

The proposal includes what appears as several individual buildings for the residential units with three of the buildings containing first floor retail. The buildings are designed with different architectural styles including differences in colors and use of building materials and a variation in the overall articulation of the facades. This variety in appearance all combine to create the impression that the project consists of different buildings built over time and helps address concerns about bulk and mass.

North Henry Street

This block face consists of what appears to be three distinct buildings. Two buildings make up the Henry Street facade of the North building and one building contributes to the South building. These are the only buildings that provide for first floor commercial uses. With taller ceiling heights proposed for the commercial spaces, the buildings are only four stories in height. This lower height was designed to relate to the lower scale of the Samuel Madden/James Bland housing communities located across Henry Street from the subject site. The staff has proposed some conditions dealing with refinements to the facades including an enhanced detail of the building directly opposite Montgomery Street and a greater definition between the two building facades of the North building.



Figure 10. View of the Madison retail frontage from Henry Street.

Madison Street

The Madison Street facade consists of two buildings connected by an archway which leads to the South building courtyard. This facade also contains the only access point for the underground parking garage. The building closest to Henry Street contains ground floor retail and relates to the small scale retail uses across the street. The other building, which has first floor residential uses with four residential levels above, relates more closely to the Braddock Lofts across the street

which have a fourth story. An entrance lobby to the South building residential units is provided at the corner of Madison Street and Fayette Street.

Fayette Street

The existing scale of buildings in this block is the most varied of the existing developments which include two story town houses up to the 150-story Braddock Place apartments. As such, the Fayette Street facade of The Madison appears as two buildings on either side of the new street with the South buildings having 5-stories up to 50-feet and the North buildings with seven stories up to 72 feet. The North building is designed with stoops on the first floor leading directly to individual units from the sidewalk. This works to create more activity at the base of the building since no retail is proposed in this area and provide a more human scale to the tallest portion of the project.



Figure 11. View of south building from Fayette Street. (Before the Staff Recommended Changes)

To address concerns from some in the community, staff has added recommendations to reduce the perceived scale by the use of additional setbacks to provide additional green adjacent to the street, stepdown in scale with approximately three levels in scale. Staff has also recommended that the upper level of the building at the intersection of Fayette Street and Madison Street be setback to minimize the visibility of the upper level and refinements to all of the architectural treatment for the Fayette Street facades.

Bulk Plane/Setbacks

Although the CRMU-H zone does not have yard requirements, the Zoning Ordinance requires that the building be set back from the centerline of the street it faces a distance equal to at least half the height of the building at every point. The intent of this bulk plane/setback provision was to ensure an appropriate distance between buildings on each side of the street. At the northwest corner of the site along Fayette Street, the portion of the building that does not meet the setback requirements is 72 feet tall with a 33- to 35-ft. setback from the centerline. This setback rule requires a minimum 36-ft. setback from the centerline of

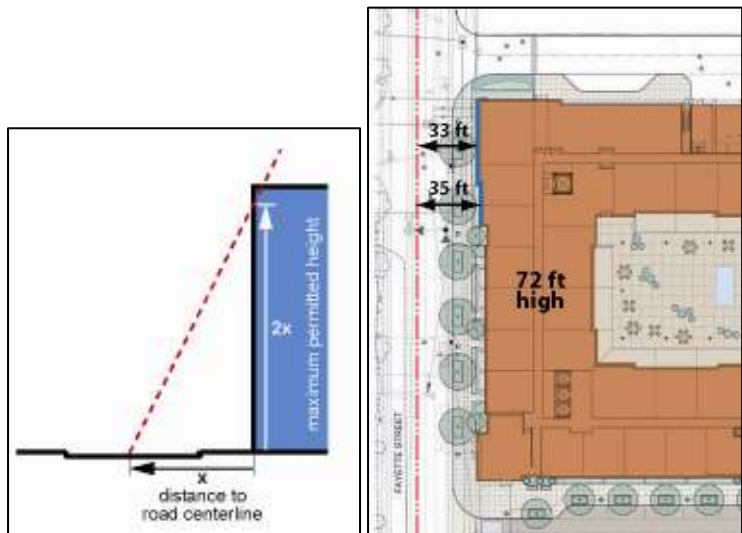


Figure 12. Bulk plane requirements.

Fayette Street, and therefore, the portion of the building in this location either needs to be pulled back 1-3 feet or be lowered.

D. Parking

Required Residential and Retail Parking

A combined total of 595 parking spaces are required for this project. In addition to the amount of parking required, staff normally requires 15 percent visitor parking for projects. This would bring the total required parking to 670 spaces. The applicant proposes a total of 521 on-site parking spaces. Of those, 516 parking spaces will be located on two levels of below grade parking with access from Madison Street. Five parallel parking spaces will be added as part of the new street. As such, the applicant has requested a special use permit approval for a parking reduction of 74 parking spaces. Following is a breakdown of the required and proposed parking spaces.

Table #1

Required Retail	Required Residential	15% Visitor Parking	Total Required	Total Provided
101	494	75	595 75 (Visitor) 670 Total	91 Retail 430 Residential 521 Total

Visitor Parking

It has been the City’s policy to require 15% visitor parking and considers visitor parking to constitute a parking requirement in Special Use Permit cases. Based on 344 dwelling units a total of 75 visitor parking spaces would be required. The applicant is currently not proposing any visitor parking.

Retail Parking

The applicant has proposed 91 spaces for retail use in the residential buildings, the square footage of retail requires 101 spaces. Retail needs will require adequate short-term parking to be successful. Five spaces are proposed at street level on the new internal street. Staff has recommended a condition that these 5 spaces be limited to short term parking to facilitate quick turnover for retail use.

Requested Parking Reduction and Justification

The applicant is requesting a 74 parking space reduction and no visitor parking. For the King Street and Eisenhower metro locations, the Zoning Ordinance requires a parking ratio of 1.0 rather than approximately 1.5 for this site. As part of the preparation of the Braddock Plan there has been a lot of discussion by the community about discouraging spillover parking into the historic neighborhoods where many of the homes have no off-street parking. Staff has supported this approach with the

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SPECIAL USE PERMIT (TMP) #2007-0051
THE MADISON
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approval of the Prescott, Monarch and even the Payne Street projects, which are closer to existing older homes and neighborhoods. Staff believes this area, and the area to the north of this site, are different because there the potential for spillover parking is more limited.

The idea of limiting parking is not a new one in the City—the Carlyle project was approved more than 10 years ago with a parking ratio of 1.15 spaces per dwelling unit residential. Studies conducted in conjunction with the Braddock planning process indicate that lowering the amount of parking provided near Metro stations for residents as well as workers are one of the most effective tools in promoting transit ridership and thereby reducing the traffic impacts of development.

Other jurisdictions have successfully provided for less residential parking at Metro stations, in combination with other strategies to promote transit usage. Most notably, Arlington County has parking requirements for multifamily units at Metro stations, which range from 1.0 to 1.125 spaces per unit.

Table #2

Project	Retail parking ratio (per 1,000 sf)	Residential parking (per unit)
Saul Center	7.66	n/a
The Royalton Condos	6.46	1.16
Meridian Apartments/Carlyle	4.96	1.20
Carlyle Towers	4.95	1.33
Potomac Club II/Braddock Metro	4.76	1.17
<i>The Madison (proposed)</i>	<i>3.94</i>	<i>1.25</i>
The Monarch	4.69	1.55
Pentagon Row/Arlington	4.08	1.06
Colecroft	3.24	1.00
Braddock Lofts	n/a	2.33
Payne St Condos	n/a	1.66

The applicant is proposing a lower parking ratio than required by code. Staff supports this lower ratio in this area. However, staff has recommended that the applicant provide 15 percent visitor parking. Therefore, the resulting parking ratio for the residential use will be 1.05. This ratio is consistent with similar project approvals near the King Street and Eisenhower Metro stations.

While staff supports a lower residential parking ratio at this location, the recommendation is contingent on the following:

- A residential parking ratio of no more than 1.05 spaces per unit will be permitted
- A minimum of 15% visitor parking will be required on-site
- The remainder of the spaces shall be added to the available retail spaces
- On-street parking permits for residents will be prohibited.

E. Traffic and Transportation

Transportation Management Plan

A recurring theme in the above discussion on parking is the importance of an aggressive parking and transportation management for the project. Staff has added conditions that will establish the management and allocation of parking for the condominiums/apartments, retail employees, visitors, retail employees and retail patrons. The parking management plan will also address preferential parking for flex cars, transit subsidies and other elements being recommended as part of the transportation demand management program for the project, as discussed in more detail in the following section. While it is not the responsibility of the developer, the success of the parking management will also rely on the City's strict control of on-street parking resources.

The strategy for the Braddock Area is likely to include the development of a Transportation Management Association or District that would draw on the resources of each project for support in implementing an area-wide set of actions encompassing the elements listed above. At this time the mechanism is not fully determined, but for the Madison proposal, the concept of the Transportation Management Plan (TMP) is to set the stage for the area-wide solution. As indicated above, the high non-S.O.V. mode shares desired by the Braddock Plan will require an aggressive TMP to inform residents and employees of the options to provide incentives for alternatives to auto use and to continually promote their usage. As in the case of the parking policies, the Braddock Plan has not finalized the recommendations for an area-wide TMP.

Overall, the approach is to provide disincentives to the use of the single-occupant auto for commuting into the Braddock area, while making transit and other options as inexpensive and easy as possible. Given this structure, it is appropriate that the Madison project TMP include these elements. The conditions for approval include a detailed set of TMP incentives and disincentives that include:

- Funding at an annual rate of \$0.25/sq.ft retail space and \$200 for each residential unit, or the amount required by the approved *Braddock Metro Neighborhood Plan*, whichever is greater. The amount will increase annually equal to the CPI Index;
- If required by the approved *Braddock Metro Neighborhood Plan*, or if requested by the Directors of T&ES and P&Z, the applicant will be required to participate in a neighborhood Braddock area transportation management plan;
- Discounted bus and rail fare media;
- A goal of a minimum of 50% of the residents and employees using transportation other than single-occupancy vehicles during the peak time periods;
- A carshare program with a minimum at least two (2) parking spaces;
- One (1) shower per gender and sufficient locker areas for the retail employees;
- Participation in Ozone Action Days and other regionally sponsored clean air transit, and traffic mitigation promotions;
- Participate in ridesharing programs;
- Participation in a Guaranteed Ride Home Program; and

- Annual reporting.

Area Traffic Capacity

The development of a residential use on this parcel conforms to the land use anticipated in the adopted Braddock Metro Small Area Plan and is generally consistent with the plan’s underlying traffic analysis. As with similar properties included in the Braddock Plan, a traffic evaluation was conducted to determine what, if any, additional impacts would result from the proposed development plan compared to those anticipated under the Braddock Plan. Based on the applicant’s traffic study, the proposed development plan would reduce the number of trips to and from this particular parcel compared to the adopted Braddock Plan. During the AM and PM peak periods, the proposed project would generate fewer (18 AM) and (46 PM) trips, respectively. Within the context of the overall Braddock Plan, this is not a significant increase in traffic demand.

Comparison of Peak Hour Traffic Conditions

The applicant also analyzed peak hour volumes using appropriate procedures, as detailed in the 2000 Edition of the Highway Capacity Manual. Traffic analysis results, summarized in Table #3 below for key area intersections, indicate that the proposed change in floor area on this parcel will not materially change traffic conditions from those anticipated in the adopted Braddock Plan.

Table #3
Level of Service for Key Madison Intersections

Intersection	Existing Conditions		Future conditions 2015 – Braddock Plan Developments	
	Level of Service			
	AM	PM	AM	PM
North Henry Street and Madison Street	A	B	A	B
North Henry Street and Montgomery Street	A	B	B	E

F. Affordable Housing

The developer has offered to make a voluntary contribution of \$1.50 per gross square foot for the retail and residential floor area to a 1.25 floor area ratio and \$4 on the additional 1.25 FAR permitted with a special use permit, for a total voluntary contribution of \$777,562 to the Affordable Housing Trust Fund. This voluntary contribution is consistent with the conclusions of the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Council on June 14, 2005. This significant contribution to the Housing Trust Fund should enable the City, working with its housing partners, to either add new or maintain existing affordable housing citywide.

The voluntary monetary contribution being offered by the applicant reflects a formula negotiated with input from the local development community and based on the anticipated built square footage of

various uses. Developer contributions to the Housing Trust Fund constitute a major source of revenue for financing the City's affordable housing program for low- and moderate-income households. Contributions are typically paid before the issuance of the final certificate of occupancy.

G. Restaurant Uses

The applicant has requested special permit use approval for full service restaurant tenants with this project without a separate special use permit. The City has approved such a request with developments such as Mill Race and Whole Foods Market and Carlyle. In Carlyle this approach has been successful by helping to attract five full service restaurants within the last six months. This approach has been utilized as a way to attract restaurant and retail uses in areas that are consistent with the long-term vision of the City and where restaurant uses have not flourished. Staff believes the proposed retail uses are consistent with the intent of Braddock area. This approval allows full service restaurant uses without a separate special use permit, provided the operator complies with certain conditions set forth in the DSUP. Staff believes this is consistent with the intent to provide a mixture of uses and a vibrant pedestrian experience in Braddock area. Should an operator desire to have the conditions modified in any way, a separate SUP approval would then be required through the public hearing process. The initial conditions to be set forth address controls for hours of operation, outdoor dining, trash and noise and also prohibits live entertainment and alcohol service. The conditions will also allow for annual administrative reviews by the Director of Planning and Zoning.

H. Green Building and Sustainable Elements

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

I. Construction Management

Staff has received complaints over the past year about the management of construction parking in the Braddock Metro area. The complaints range from employees parking on residential streets to the untimely blocking or closing of streets for delivery of materials, utility work or other construction related work without prior notification to the community. In order to address these concerns, staff has included a stringent and punitive condition that the construction plans specifically designate locations for off-site and off-street parking for all construction employees during all stages of construction at no cost to the employee. Staff also included language in the condition stating that if the construction plan is found in violation during the course of construction, a correction notice be forwarded to the applicant. If

the violation is not corrected within five calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected.

J. Community

The ongoing Braddock Metro Small Area Plan neighborhood planning process has engaged community members and other stakeholders considerably throughout the three-and-a-half year project. During this process, City staff participated in meetings with the Inner City Civic Association, Northeast Civic Association, Braddock Condominiums, Braddock Townhouses, and Braddock Lofts. Several workshops, focus groups, and public update meetings have been held as part of the small area planning process. The purpose of the meetings was to identify neighborhood issues, develop planning goals, and discuss the direction of the small area plan with the public and decision makers.

The applicant has been actively involved in this process and has made an effort to have representation at most of these meetings. The applicant has also individually met with homeowners groups in the Braddock planning area showing a willingness to address residents’ concerns. As a result of these meetings, numerous changes and improvements have been made to the plans including a reduction in the size of the project by lowering the height, greater access to the open space and wider sidewalks which also set the buildings farther back from the street.

On November 3rd of this year the applicant participated in a community charrette as part of the Braddock Road small area plan where the project was mentioned as participants planned the future of their community. Then on November 5th the applicant, in conjunction with planning an open house was held to share the plans with the neighborhood. Residents expressed concerns about safety and saw this project as a way to have more “eyes” and activity on the street. Others wanted more variation in some of the exterior building elevations and more green and open space around the perimeter of the site. Additionally, some concerns were raised about traffic entering and existing from Madison Street. However, in the end the residents wanted to see the site developed with modifications. As a result of these meetings, staff has added numerous recommendations to attempt to address the community comments.

K. Vision Clearance Modification

During the review staff determined that a modification is needed to Section 7-800 which stipulates a vision clearance requirement at street intersections. The proposed buildings encroach by between 30 and 50 square feet into the vision clearance area at both North Henry Street at Madison Street and North Fayette Street at Madison Street. The modification is justified since the proposed location of the building corners are consistent with the historic character and building location of the area. Additionally, safety concerns are mitigated by the fact that a traffic light exists at the Henry Street intersection and a four-way stop exists at the Fayette Street intersection.

V. CONCLUSION

Staff recommends **approval** with the staff recommended conditions.

STAFF: Faroll Hamer, Director, Planning and Zoning;
Jeffrey Farnar, Chief, Development;
Tom Canfield, City Architect;
Dirk Geratz, Principal Planner; and
Natalie Sun, Urban Planner.

VI. STAFF RECOMMENDATION:

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions (**Revised 12/21/07**).

A. PEDESTRIAN/STREETSCAPE:

1. 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 provide the following to the satisfaction of the Director of P&Z:

Henry Street

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

Madison Street

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

Retail Frontage

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

Residential Frontage

- h. The sidewalks shall include a 4 ft. wide tree wells adjacent to the curb, an 8 ft. wide city standard concrete sidewalk and a 2 ft. open space/landscape area between the sidewalk and the building (excluding at the corner building element).
- i. The two (2) ground level residential units shall have doors facing Madison Street.

Fayette Street (Southern Building)

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

Fayette Street (Northern Building)

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

Internal street

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

Alley - Northern Service Road

- t. The northern service road shall be designed to include a sidewalk-pedestrian connection between Henry Street and Fayette Street. The service road shall consist of a 4 ft. planting area adjacent to the building, a 6 ft. wide continual unobstructed concrete sidewalk and a 4 ft. to 8 ft. wide continual planting strip for street trees (except where precluded by the loading/refuse areas) as generally

depicted in Attachment #2.

- u. The access curb cuts at each end of the alley shall be continuous with the adjacent sidewalks and constructed of the same material as the sidewalks. This treatment will also be required where the pedestrian way crosses the loading and trash areas. The width of the curb cut at the entrance to the drive aisle shall be reduced to 22 ft. wide.

General

- v. All transformers shall be located within the underground vault. The applicant shall be responsible for installing and maintaining the underground vault.
 - w. Decorative pedestrian scale light poles shall be provided for each public street frontage, the internal street, the northern service road-alley and internal courtyard. The street light fixtures shall be single black Virginia Power “colonial” light fixtures and have a standard black finish.
 - x. All trash cans shall be Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley.
 - y. The applicant shall contribute the sum of \$10,000 to the City of Alexandria’s Living Landscape Fund for street trees to be planted in the Parker-Gray historic district.
 - z. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z)
2. The existing overhead electrical/telephone lines on the east side of Fayette and the north side of Madison Streets along the frontage of the project shall be located underground. All utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping. Any switch boxes or transformers that are a result of the undergrounding shall be located within the underground vault. (P&Z)(T&ES)
3. A perpetual public access easement shall be provided for all sidewalks not located within the public right-of-way, the sidewalks parallel to the internal street, the internal street, the courtyard, the pedestrian connection from the courtyard to Madison Street and the northern service road and adjoining sidewalk to the satisfaction of the Directors of P&Z, Code Enforcement and RP&CA. All easements and reservations shall be depicted on the easement plat and shall be approved prior to the release of the final site plan. (P&Z)
4. All ADA ramps shall include detectable warnings in accordance with Americans with Disabilities Act (ADA) requirements in the current Americans with Disabilities Act Accessibility Guidelines (ADAAG). Truncated domes are the only detectable warnings allowed by ADAAG. Grooves, exposed aggregate, and other designs intended for use as detectable warning are too similar to pavement textures, cracks and joints and are not considered equivalent facilitation. (T&ES)
5. The applicant shall install a bus shelter at the southwest corner of the Southern building. This shelter shall provide seating, be ADA accessible, and shall be maintained by the applicant. The final design shall be approved by the Directors of T&ES and P&Z.
- a. Compliance with all handicap and ADA guidelines.

- b. The location of the bus shelter shall be coordinated with the location of tree wells and light poles in the front and rear bus loading zones.
 - c. If a portion of the bus stop is located outside the public right-of-way, the applicant shall be responsible for providing all applicable easements.
 - d. The bus shelter and tree wells shall be located so that they don't interfere with bus passengers boarding buses through the front side door and alighting from buses the front or the rear side doors of a typical 35 foot long DASH bus.
6. The applicant shall provide seventeen (17) long-term (interior to the underground garage) bicycle parking racks for residents and retail employees to the satisfaction of the Director of T&ES. Long term bicycle parking should be provided in a locked room or cage or fully-enclosed bicycle locker. Racks must be identified with MUTCD compliant (D4-3) signs advising persons of the location. All acceptable bicycle parking rack styles (visitor and resident) and placement location shall be consistent with the City of Alexandria bicycle parking Standards, Rack Design and Placement Rules which are available on-line: <http://www.alexride.org/bicycleparking.php> (T&ES)
7. The applicant shall provide eight (8) bicycle parking racks on the surface to provide short-term/visitor parking for visitors to retail and residential units. Each rack provides space for two bicycles. At least four (4) of the visitor racks shall be within 50 feet of the retail entrances on Henry Street and, if possible, in a covered location such as a shelter erected specifically for bicycle parking. A bicycle parking shelter may be built into the building, erected on the sidewalk (adjacent to the building), permitted that the minimum unobstructed sidewalks required by Condition #1 are provided. The bike racks shall be a decorative black metal. The location and design of the bike shelter shall be determined to the satisfaction of the Directors of T&ES and P&Z. (T&ES)(P&Z)
8. The applicant shall provide \$1000 per receptacle to the Director of T&ES for purchase and installation of ten (10) City standard trash receptacles for use along the sidewalks and in the publicly accessible open space courtyard. (T&ES)
9. The applicant shall participate and make a fair share monetary contribution to the *Braddock Metro Neighborhood Streetscape Improvement Fund* for pedestrian and streetscape improvements, if such a fund is approved by the Alexandria Planning Commission and City Council prior to the release of the final site plan for the project. Such payment shall be made prior to the release of a certificate of occupancy for the buildings. (P&Z)

B. OPEN SPACE/LANDSCAPING:

10. A revised landscape plan shall be provided with the final site plan. The plan shall include the level of landscaping depicted on the preliminary landscape plan, and shall at a minimum include the following to the satisfaction of the Directors of P&Z and RP&CA:
- a. All street trees shall be at least 3.5- to 4-inch caliper in size at installation.
 - b. Substitute for *Ilex glabra* with plant that is tolerant of environmental conditions found in Alexandria. Revise the spacing to 24 inches on-center and/or consider

substitution for Nandina domestica “Gulfstream”. Change spacing of Ilex cornuta to 30 inches on center.

- c. The units adjacent to the front yards – open space on Fayette Street, shall provide landscaping to make these units appear as front yards, with different landscaping.
- d. The street trees on the landscape plan shall consist of: Fayette Street – Red Maple, Henry Street – Willow Oak, and Madison Street – London Plane.
- e. The street tree wells along the internal street shall, to the extent possible, be level with the adjoining sidewalk.
- f. Provide foundation plantings adjacent to the building(s) on Madison and Fayette Streets.
- g. Evergreen groundcover shall be provided within each tree well and tree landscape strip and shall also be reflected in the plant schedule.
- h. Foundation plantings and landscaping shall be provided for the front yards and landscaped areas along Madison Street Fayette Streets and the northern service road.
- i. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
- j. All lawn area shall be sodded.
- k. The applicant shall install screening on the northern portion of the northern service road.

General

- l. No shrubs higher than three feet shall be planted within six feet of walkways.
- m. All landscaping shall be maintained in good condition and replaced as needed.
- n. All trees shall support a subsurface tree trench large enough to allow sufficient arable soil volume and adequate moisture for each tree. Tree trenches shall hold a minimum volume of 300 cubic feet of soil per tree.
- o. The plan shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
- p. Provide evidence of coordination with above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading. Ensure positive drainage in all planted areas. Provide an exhibit that demonstrates adequate drainage for all planting areas above structure.
- q. Locate site utilities to minimize conflicts with street trees. In areas where utilities at back of curb conflict with location of street trees-locate utilities beneath street pavement.
- r. Provide detail section and plan drawings of tree wells per the City of Alexandria Landscape Guidelines showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction-including edge restraint system, dimensions, drainage, metal grates, coordination with site utilities.
- s. Provide detail sections showing above and below grade conditions for plantings above structure. Demonstrate a minimum dimension of four vertical feet and 300

- cubic feet of planting media per tree for planting areas above the below grade parking structure in accordance with City of Alexandria Landscape Guidelines.
- t. Provide crown coverage calculations in compliance with the City of Alexandria Landscape Guidelines for plantings above structure. Do not include street trees in crown coverage calculations.
 - u. Demonstrate a minimum planting depth of three feet vertical continuous planting media for shrub, groundcover and lawn plantings above the parking structure.
 - v. Trees should not be planted under or near light poles. (RP&CA)(P&Z)(Police)
11. The applicant shall participate and make a fair share monetary contribution to the Braddock Metro Open Space Fund, for open space acquisition and development, if such a fund is approved by the Alexandria Planning Commission and City Council prior to the release of the final site plan for the project. The contribution shall be paid prior to the release of a certificate of occupancy for the building. (P&Z)
12. Provide the following notes on Landscape drawings:
- a. “Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC.”
 - b. “In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.”
 - c. “Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City’s Arborist and Landscape Architects to review plant installation procedures and processes.” (RP&CA)
13. Provide location and specification for site furnishings that depicts the scale, massing and character of the furnishings including benches, trash receptacles, mail boxes, signs and other associated features. Provide material, finishes and architectural details for all retaining walls, seat walls, decorative walls and screen walls. Indicate methods for grade transitions, handrails-if required by code, directional changes, above and below grade conditions and coordination with adjacent conditions. (RP&CA)
14. Provide a site irrigation & water management system including:
- a. Provide an irrigation plan and detail information showing irrigation system including location and type of heads/emitters, water delivery systems, sleeving beneath pavement/roads/sidewalks, controller(s), backflow preventer(s) and all system monitoring devices.

- b. Irrigation plan shall be prepared and sealed by an Irrigator with certification at a level commensurate to this project and licensed to practice in the Commonwealth of Virginia.
 - c. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of ninety feet apart. Demonstrate location on Final Site Plan.
 - d. All lines beneath paved surfaces shall be installed as sleeved connections. (RP&CA)
15. The central courtyard shall be designed to function as high-quality publicly accessible open space and shall provide the level of detail and amenities depicted on the preliminary landscape plan. Amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. shall also be provided to encourage its use. In addition, the design of the courtyard shall be revised to provide the following to the satisfaction of the Directors of P&Z and RP&CA:
- a. A sculpture or other art form that is an appropriate scale for the space shall be provided and permanently mounted within the open space.
 - b. The central courtyard and all landscaping shall be privately maintained.
 - c. Where walls or planters are necessary they shall be brick or stone (excluding CMU).
 - d. The entire courtyard-open space area shall be irrigated.
 - e. All lawn areas shall be sodded.
 - f. No shrubs higher than three feet shall be planted within six feet of walkways.
 - g. All landscaping shall be maintained in good condition and replaced as needed.
 - h. The central courtyard shall be fully open to the public following the hours and guidelines established by the Department of RP&CA during hours normally associated with residential uses.
 - i. Low scale pathway or bollard lighting.
 - j. Fences and/or gates shall be prohibited within the internal courtyard and/or the pedestrian connection.
 - k. Revise the paving pattern for better integration with the adjacent sidewalks and pedestrian connection.
 - l. Integrate the history and historic character into the design of the site and open space, including plans for and placement of the Bel Pre Glass Factory history. If appropriate materials are discovered during the archaeological investigation, consider reuse of the materials found as an integrated element of open space design. The design shall attempt to make an effort to integrate the existing rail lines into the design of the project.
 - m. A decorative pedestrian scale sign integrated into the overall design of the central courtyard near the entrance to identify the open space as public open space. (P&Z)(RP&CA)(Archaeology)
16. The internal private terrace of the north building to be enhanced to be higher quality open space to include the following to the satisfaction of the Director of P&Z:

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

C. BUILDING:

17. The applicant shall hire a LEED accredited professional as a member of the design and construction team. The accredited professional shall work with the team to incorporate sustainable design elements and innovative technologies into the project so that the building will achieve certification under the U.S. Green Building Council's system for LEED or comparable certification to the satisfaction of the Directors of T&ES and P&Z. The applicant shall also work with the City for reuse of the existing building materials as part of the demolition process, leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
18. The final architectural elevations shall be consistent with the level of detail provided in the preliminary architectural elevations dated December 21, 2007. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:

Henry Street

- a. Redesign the storefront at the Northeast corner so the appearance of useable retail space, through elements such as display windows, can be created in front of the garage exhaust area. The appearance of a storefront shall wrap the building at the alley.
- b. Provision of building-mounted lighting appropriate to the size and character of the building with smaller scale fixtures is encouraged at the pedestrian level.
- c. Ensure that all the storefront bays align with the residential window bays above.
- d. All commercial awnings shall have open ends to allow for more natural light into the retail spaces.
- e. The indented break or step back shall be increased in depth between the two Henry Street facades of the North building so the building will appear as two distinct buildings and be a minimum depth of 5 ft.
- f. The double-hung window style and color shall vary between the two North building facades.
- g. The black base and accents for the building at the corner of Henry and Madison Streets shall be made of stone, brick, or other high quality materials.
- h. The projecting bay element shall be refined to provide additional detail, including an analysis of the material for the projecting bay.

Madison Street

- i. The upper level of the building shall be setback to minimize visibility of the upper level. The depth of the setback shall be approved by the Director of P&Z as part of the final site plan process. The applicant shall also use cornices and other

elements to the extent possible to visually increase the proposed setback at the upper level.

- j. The building shall incorporate three story expressions with the building, a lighter color at the top to reduce the perceived height of the building.
- k. Additional detail shall be provided for the lobby/corner element.

Fayette Street (South Building)

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

Fayette Street (North Building)

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

Internal Street

- q. The facade shall incorporate windows, articulation, colors and materials to enliven the pedestrian level.
- r. The South building retail storefront shall wrap around to face the plaza space.
- s. The louver for the garage intake, which faces the plaza, shall be designed as a piece of artwork, perhaps using a theme related to the Alexandria glass bottle industry.

Alley-Northern Service Road

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

General

- u. The buildings shall be designed to incorporate a variety of fenestration as represented in the submitted plans and refined to match the architectural style emulated in each building.
- v. Storefront window systems shall be varied in appearance and shall vary in plane. Storefront awnings shall also vary between buildings.
- w. Interior storage cabinets, carts, window signs, posters, shelving, boxes, coat racks, storage bins, closets, and similar items shall not block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.
- x. A color on-site mock-up shall be provided prior to the approval of the final selection of the brick and building materials.
- y. The applicant shall provide high quality windows for each of the buildings to the satisfaction of the Director of P&Z and provide samples for approval.

- z. The applicant shall provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, and window treatment, including the final detailing, finish and color of these elements, during final site plan review. The applicant shall provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of facade treatment.
 - aa. Color architectural elevations shall be submitted during final site plan review.
 - bb. The applicant shall provide detailed design drawings showing all architectural metalwork (balcony rails, transformer enclosure, garage doors, courtyard/terrace fencing and rails) along with color and material samples for each.
 - cc. There shall be no visible wall penetrations or louvers for HVAC equipment: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen vents lower than 10 feet above ground. The kitchen vents in units on the first floor shall be carried through the roof and located where they are not visible from the public right-of-way. The kitchen vents for units above 10 feet shall be integrated into the design of the facade of the building, and painted to match the exterior of the building so that they are visually minimized from the public right-of-way. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of P&Z.
 - dd. Any strategic night lighting of the building is subject to review and approval by the Director of P&Z.
 - ee. The final materials, details, and color selection shall be reviewed and approved as part of the final site plan review.
 - ff. The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.(P&Z)
19. All loading and garage doors shall be painted to match the color of the adjoining brick to the satisfaction of the Director of P&Z. Plan and section details of the conditions adjoining the garage and loading dock doors shall be provided as part of the final site plan. All loading and garage doors shall be an opaque screen or screen to minimize the projection of light from the garage onto the adjoining street. The applicant shall provide plan and section details of the conditions adjoining both garage doors. The garage doors shall be an opaque screen or mesh to minimize the projection of light from the garage and screen the loading areas. (P&Z)
20. The colors and materials of the retail tenant signs shall be designed of high quality materials to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following guidelines:
- a. Sign messages shall be limited to logos, names and street address information.
 - b. Box signs shall be prohibited.
 - c. Temporary advertising banners shall be prohibited.
 - d. Temporary freestanding signs for the purpose of marketing the development shall be allowed to the satisfaction of the Director of P&Z.
 - e. Window signs or posters shall not block the visibility of the interior of the store from the street. Shelving, boxes, coat racks, storage bins, closets, and similar items shall be located where they do not block the windows. All window

coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.

- f. The colors and materials of signs shall be designed to be integrated into the architecture of the building and relate in materials, color and scale to the building.
- g. Freestanding signs other than traffic/directional signs shall not be permitted. (P&Z)

D. RESTAURANT & RETAIL USES

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

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

E. AFFORDABLE HOUSING

24. A voluntary contribution of \$1.50 on the retail square footage (23,070 square feet), \$1.50 per square foot on the base residential square footage (118,305 square feet), and \$4 on the gross square footage over base (141,375 square feet), for a total estimated contribution of \$777,562 shall be consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by The Alexandria City Council on June 14, 2005. (Housing)

F. PARKING

25. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garage by the retail employees and residents. At a minimum the plan shall

include the provisions proposed by the applicant and shall also provide the following to the satisfaction of the Directors of P&Z and T&ES:

- a. A minimum of 516 parking spaces shall be provided within the underground garage with a parking ratio of 1.05 spaces per dwelling unit. A minimum of 15% of the provided residential spaces shall be reserved for visitor use and shall include all applicable signage. Within 12 months of the last certificate of occupancy permit for the residential and retail uses, the applicant shall submit a parking study to the satisfaction of the Director of Planning & Zoning. If deemed appropriate by the Director of Planning & Zoning, shared parking may be permitted between the visitor and retail parking.
- b. The applicant shall provide controlled parking within the underground garages that shall be designed to allow convenient access to the underground parking for residents, retail patrons and visitors.
- c. Residents shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. This prohibition will be part of the lease and/or sales agreement.
- d. Free parking for retail patrons shall be provided for a period not to exceed one hour.
- e. The residential visitor spaces shall be located on parking level one adjacent to the resident parking.
- f. The retail parking spaces within the below grade parking garage shall be reserved for retail patrons and shall include all applicable signage.
- g. All appropriate on-street parking signage and any other signage for control of pedestrians and vehicles shall be installed by the developer to the satisfaction of the Director of T&ES.
- h. The five (5) spaces on the internal street shall be reserved for short-term, 30-minute retail use only and with corresponding signage.
- i. If the proposal is a condominium proposal, a minimum of one parking space for each unit shall be provided within the underground garage as part of the initial and subsequent purchase price for the units.
- j. Handicap parking spaces shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and/or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
- k. All visitor parking spaces shall require all applicable signage as required by the zoning ordinance and shall be installed by the applicant.
- l. The retail delivery schedule shall be reviewed to the satisfaction of the Directors

- of P&Z and T&ES prior to the release of the final site plan. Deliveries shall occur in the designated loading area in the private alley as depicted on the site plan.
- m. The applicant shall be responsible for all appropriate signage directing customers and to the garage. Freestanding, other than traffic signs shall be prohibited. The walls and ceilings in the garages are to be painted white unless the photometric lighting plan demonstrates that sufficient lighting is being provided, to the satisfaction of the Police Chief and Director of T&ES. (P&Z)(T&ES)

G. MASS TRANSIT INCENTIVES:

26. The applicant or subsequent property owners shall create a program and implement incentives to encourage the use of mass transit, carpooling, teleworking, and ridesharing and discouraging the use of single occupancy vehicles by residents and employees to the satisfaction of the Directors of P&Z and T&ES. The applicant shall fund a transportation management account at an annual rate of \$0.25 per occupied square foot of retail space and \$200 for each residential unit, or the amount required by the approved *Braddock Metro Neighborhood Plan*, whichever is greater. The amount shall increase annually in an amount equal to the CPI Index to be used exclusively for the transportation activities listed below. If required by the approved *Braddock Metro Neighborhood Plan*, or if requested by the Directors of T&ES and P&Z, the applicant shall contribute the required transportation management plan monetary contribution to a neighborhood Braddock area transportation management plan. If the monetary contribution is not provided to a neighborhood Braddock area transportation management plan, the applicant shall create a program and implement incentives to encourage the use of mass transit, carpooling, teleworking, and ridesharing and discouraging the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES by providing the following:
- a. Discounted bus and rail fare media shall be sold on-site to employees and residents of the project including during hours that are convenient for residents. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media shall be prominently advertised.
 - b. The project shall have a goal of a minimum of 50% of the residents and employees using transportation other than single-occupancy vehicles during the peak time periods.
 - c. A carshare program shall be established and marketed as part of the ridesharing and transit marketing efforts for all buildings. Participation fees for the residents shall be included in the sales price and/or rent for the units or the HOA fees. At a minimum at least two (2) parking spaces shall be reserved for the location of carshare vehicles. These spaces shall be in a convenient location for employees and residents and the TMP Coordinator shall arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the

- registration and annual membership fees (not the usage fees) to use the carshare vehicles.
- d. The applicant shall provide one (1) shower per gender and sufficient locker areas for the retail employees. The showers and lockers shall be accessible to retail employees/tenants of the building.
 - e. The first payment to the fund shall be made with the issuance of initial residential or retail Certificate of Occupancy. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the property owner and/or condominium and/or retail association. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation.
 - f. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.
 - g. The applicant shall participate and cooperate with other developments in the Braddock area in a mutually agreed upon cooperative planning and implementation of transportation activities.
 - h. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - i. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.
 - j. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to employers, and employees—including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained.
 - k. A TMP coordinator with experience in this occupation shall be designated for the project upon application for the certificate of occupancy permit for the first building. The TMP coordinator shall have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The annual reports will include an assessment of the effects of the previous six month's TMP activities on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months.
 - l. The applicant shall prepare, as part of its leasing/purchasing agreements, appropriate language to inform residents of the transit incentives plan, prior to any

- lease/purchase agreements; such language to be reviewed and approved by the City Attorney's office.
- m. The Transit Incentive Coordinator shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the condominium association.
 - n. Modifications to approved Transit Incentives program activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program.
 - o. The applicant shall contribute \$60,000 to the City to fund transit and other alternative modes of transportation in proximity to the Braddock metro station or the amount required by the *Braddock Metro Neighborhood Plan*, whichever is greater. (T&ES) (P&Z)

H. SITE PLAN

- 27. The applicant shall submit a wall check to the Department of P&Z prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z)
- 28. As part of the request for a certificate of occupancy permit, the applicant shall submit a building and site location survey to the Department of P&Z for all site improvements, including the below grade garage. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building(s). The certification shall be prepared and sealed by a registered architect or surveyor and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)
- 29. Provide coordinated site utilities including location and direction of service openings and required clearances for any above grade utilities such as telephone, HVAC units and cable boxes. Minimize conflicts with plantings, pedestrian areas and major view sheds. Do not locate above grade utilities in open space area. (RP&CA)(P&Z)
- 30. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES & P&Z, in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
 - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures; and
 - d. A photometric plan with lighting calculations that include all existing and

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- proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan should cover site, adjacent right-of-way and properties.
- e. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle minimum maintained. The fixtures should not be flush against the ceiling, but should hang down at least to the crossbeam to provide as much light spread as possible.
 - f. The walls and ceiling in the garage shall be painted white or dyed concrete (white) to increase reflectivity and improve light levels at night.
 - g. Specifications and details for all site lighting, including landscape lighting, pedestrian area, sign(s) and security lighting.
 - h. Photometric site lighting plan that is coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
 - i. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees. (P&Z)(T&ES)(Police)
34. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view. (RP&CA) (T&ES)(P&Z)
 35. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)
 36. The subdivision plats, easements and/or dedication shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan.(P&Z)
 37. If the proposal is a condominium, all condominium association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the areas subject to public access easements will be owned and maintained by the COA, and the open space dedicated to the City is accessible to the residents of the community and general public.
 38. If the proposal is a condominium, all condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association

covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.

- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
- b. The designated visitor parking spaces shall be reserved for the use of the rental or condominium guests.
- c. No more than one parking space shall be assigned to a specific residential unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
- d. A public access easement is provided within the central courtyard and is for the use of the general public. The responsibility for the maintenance of the courtyard is the responsibility of the condominium association. The hours for use by the public will be consistent with the Department of RP&CA hours for public parks during hours normally associated with residential use.
- e. All landscaping and open space areas within the development shall be maintained by the property owner and/or a condominium homeowners association.
- f. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
- g. The developer shall notify prospective buyers, in its marketing materials, that the mid-block street is private and that all on-site storm sewers are private and will be maintained by the condominium owner's association.
- h. The developer shall present a disclosure statement to all renters, and/or condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following: that the site is located within the heart of an urban area and proximate to the Metrorail track and other railway operations. These uses will continue indefinitely and will generate noise, and heavy truck and vehicular traffic surrounding the project.
- i. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.
- j. Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The property owner and/or Condominium association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
- k. Exterior changes or additions to the building shall not be permitted without approval of City Council or the Director of P&Z, as determined by the Director.
- l. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Director of P&Z, as determined by the Director. (RP&CA)(P&Z)

39. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers; and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
40. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
41. Replace existing curb and gutter, sidewalks, and handicap ramps that are in a state of disrepair, broken, or damaged during construction. (T&ES)

I. STREETS/TRAFFIC

42. The applicant shall provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition, to the satisfaction of the Director of T&ES. (T&ES)
43. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. Provide City standard pavement for Emergency Vehicle Easements (EVE). The slope on the parking ramp to the garage entrance shall not exceed 10 percent, unless otherwise acceptable to the Director of T&ES. (T&ES)
44. 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)
45. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the proposed private street is a private street and that storm sewers located within the site are private. (T&ES)
46. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
47. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

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48. Applicant shall provide the capital cost of traffic signal improvements at the intersections of Madison and N. Henry Streets and Montgomery and N. Henry Streets. (T&ES)
49. The applicant shall furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks around the perimeter of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
50. No commercial loading/unloading operations will be allowed along North Fayette Street. The applicant shall be responsible for installing all applicable signage. (T&ES)
51. The applicant shall provide \$100,000 for a future traffic signal at the intersection of Madison and Fayette Streets, if one is deemed necessary from the result of the traffic study. (T&ES)
52. Provide four (4) ladder thermoplastic pedestrian crossings at the intersection of North Fayette Street and Madison Street and one (1) across North Fayette Street at Braddock Place, designed to the satisfaction of the Director of T&ES. (T&ES)
53. All private utilities shall be located outside of the public right-of-way and public utility easements. Show all existing and proposed public and private utilities and easements. (T&ES)
54. A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.
 - a. Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete.
 - b. No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

55. Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
56. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
57. In the event that Section 5-1-2(12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
58. The applicant shall show location of the solid waste disposal and the turning movements of a trash truck. (T&ES)
59. The developer agrees to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
60. The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's “Solid Waste and Recyclable Materials Storage Space Guidelines”, or to the satisfaction of the Director of T&ES. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)

J. STORMWATER

61. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
62. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. Project lies within the Braddock and West watershed; therefore, the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. If combined uncontrolled and controlled storm water outfall is proposed, the peak

flow requirements of the Zoning Ordinance shall be met. (T&ES)

63. The applicant shall to involve the stormwater management designer at an early stage of the site plan process in order to ensure future submissions incorporate stormwater design aspects into the site design in accordance with Article XIII of the Zoning Ordinance. (T&ES)
64. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
65. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
66. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
67. All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

K. ARCHAEOLOGY

68. The applicant shall hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. The applicant shall contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
69. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile

driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703) 838-4399. (Archaeology)

70. To insure compliance with Section 11-411 of the Zoning Ordinance, the final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place. (Archaeology)
71. The applicant shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. (Archaeology).
72. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.(Archeology)
73. If warranted by the City Archaeologist, the developer will design, write and erect historic markers (interpretive signage) on the property according to specifications provided by Alexandria Archaeology. The markers will be subject to approval by Alexandria Archaeology and will highlight the historical and archaeological significance of the property. (Archaeology)
74. If warranted by the City Archaeologist, the developer will produce a booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology. (Archaeology)
75. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology)
76. The archeology conditions shall appear in the General Notes of all site plans so that on-site contractors area aware of the requirements. The statements in Conditions 3 and 5 shall appear on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, Landscaping, and Sheeting and Shoring). Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology. (Archaeology)

L. CONSTRUCTION

77. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to the release the final site plan. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. The plan shall also provide for the location on the

construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. The plan shall designate a location(s) for off-site and off-street parking for all construction employees during all stages of construction which shall be provided at no cost for the employee parking and may include applicable provisions such as shuttles or other methods deemed necessary by the City. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking, and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) (Code)

- 78. No major construction staging will be allowed from North Henry Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
- 79. The sidewalk along North Henry Street shall remain open during construction. (T&ES)
- 80. Any structural elements that extend into, including footings, foundations, etc., shall be approved by the Director of T&ES. The Department of T&ES is concerned about the limits of excavation relative to the property lines. (T&ES)
- 81. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)
- 82. Submit a construction phasing plan to allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. (T&ES)

M. MISCELLANEOUS

- 83. During the tenant fit out process for each tenant, the applicant shall be responsible for contacting and coordinating with the GIS (Geographic Information Systems) Division of P&Z for address

assignments for all first floor bays with a street-facing door providing their primary access. The primary building address shall not be used as the address for these individual tenants. As each new tenant is determined, the GIS Division will assign an appropriate address based on the location of the primary entrance door of the new space. (P&Z)

84. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance capital projects or transit operating programs and services, which would serve all owners of property within the development, the condominium association shall be required to participate in the district, so long as the participation is uniformly applied to all owners within the new district. (P&Z)

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

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services:

- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The 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 shall be placed underground.
- C-8 Provide site lighting plan.
- 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 plan.
- C-11 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (Site Plans)
- C-12 Recycling Condition: The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of T&ES. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C-13 Ensure all discharges are in accordance with City of Alexandria Code 4035.

- F-1. The Plan shall provide a dimension plan with all proposed features fully dimensioned and the property lines clearly delineated.
- F-2. Include all symbols, abbreviations, and line types in the legend.
- F-3. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets.
- F-4. ASA requires wet weather flow calculations for all developments. Wet weather flow calculations from development to be submitted to ASA for review.
- F-5. The site is located on marine clay areas as delineated on the City map of marine clay areas.
- F-6. All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

Code Enforcement:

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

- F-1 The height of the proposed buildings is over 50 feet. Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. The design, as submitted provides improved access on one side but does not meet the requirements for ladder truck access on the second side. The current design does not provide full ladder truck access to the tallest tower. The applicant has met with the Director of Code Enforcement to resolve ladder truck access issues on August 15, 2006. The proposed alternative package for the North Tower, as proposed on August 15th was deemed unacceptable by the Director of Code Enforcement. The applicant shall revisit alternatives for the North Tower. For the South Building, 1B construction, a full NFPA 13 sprinkler system and 3 sided access has been reviewed and will be required to be submitted as a Code Modification request. Finding resolved. Applicant submitted two Code Modification Requests (MOD2006-00122 and MOD2006-00123) which were approved on 9/13/06 for alternatives to ladder truck access.
- F-2 Provide an Emergency Vehicle Easement on the internal sheet that shall be H-20 rated for fire apparatus. Emergency vehicle easement provided but radii at corners do not meet the minimum

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- R-25 requirements. In addition, provide a note on plans that indicate the EVE is H-20 rated. Acknowledged by applicant. Finding resolved.
- F-3 Provide ownership information for garage, retail and condominium structures. Will all structures be owned by one owner or will each major segment be separately owned? The applicant indicates numerous owners of the above structures which will require fire separation requirements in accordance with the USBC. The applicant should meet with Code Enforcement to resolve potential fire separation issues prior to release of the site plan. Acknowledged by applicant.
- F-4 Show locations of intake and exhaust vents for garage on plans. Vent locations provided. Transformer vault is located in the emergency vehicle easement. Relocate vault out of Emergency Vehicle Easement. Finding resolved.
- F-5 Parking shall not be permitted within a designated Emergency Vehicle Easement or in front of any fire hydrants.
- C-1 Provide two Siamese connections for each structure located to the satisfaction of the Director of Code Enforcement. Condition not met. Only one Siamese is provided to each structure. Provide an additional siamese for each building on the opposing side of the structure no closer than 40 feet and no greater than 100 feet from the hydrant serving the siamese connection. Number of Siamese met, move hydrant from the Madison Street side of the building to the corner of Madison Street and Fayette Street. Move the Siamese on the Madison Street side of building to the Fayette Street side of building no closer than 40 feet and no greater than 100 feet from the fire hydrant serving the Siamese. In Concept #2, applicant has failed to show two (2) Siamese connections for each structure. Applicant shall provide an additional siamese for each building on the opposing side of the structure no closer than 40 feet and no greater than 100 feet from the hydrant serving the siamese connection. Acknowledged by applicant. Condition met.
- C-2 A separate tap is required for the building fire service connection. Taps provided but not identified on all sheets. Identify fire lines on each sheet. Condition met. Refer to C-1.
- C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant. Condition met.
- C-4 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems. Acknowledged by applicant.
- C-5 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. Condition met.
- C-6 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one

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on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Condition met.

- C-7 Building is over 50 feet in height and as such is required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Condition met through approved Code Modifications, see F-1 above.
- C-8 The final site plans shall show placement of fire easement signs. Condition met.
- C-9 Underground structures shall comply with Special Detailed Requirements Based upon Use and Occupancy (Chapter 4) of the USBC. Acknowledged, to be determined for compliance at time of building permit application.
- C-10 A soils report must be submitted with the building permit application. Acknowledged by applicant.
- C-11 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged by applicant but not provided. Still not provided by applicant.
- C-12 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. Acknowledged by applicant.
- C-13 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of the USBC. Acknowledged by applicant.
- C-14 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Condition not met, Handicap curb cuts not provided at all crosswalks. Eleven handicap spaces shown on parking tabulation. Twelve spaces are required per the USBC. Condition met, 14 spaces provided.
- C-15 The proposed North Tower must comply with the requirements of HIGH-RISE buildings per the USBC. Acknowledged by applicant. Condition met.

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- C-16 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Condition met, Rodent Note provided on Sheet 2.
- C-17 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.
- C-18 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1019.1.7.
- C-19 The developer shall provide, in the Fire Service Plan, emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width. Condition met, required two-way EVE of 22 feet has been provided and a one-way EVE of 18 feet in width has been provided.
- R-1 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. Acknowledged by applicant.
- R-2 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b) The building or structure design shall support 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. Acknowledged by applicant.

- R-3 Based on a history of sound transmission complaints, it is recommended that all dwelling units have a STC rating of at least 60. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis and are subject to the approval of the Director of Code Enforcement. Acknowledged by applicant.
- R-4 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. Acknowledged by applicant.

Police Department:

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

Health Department:

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

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

Historic Alexandria (Archaeology):

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

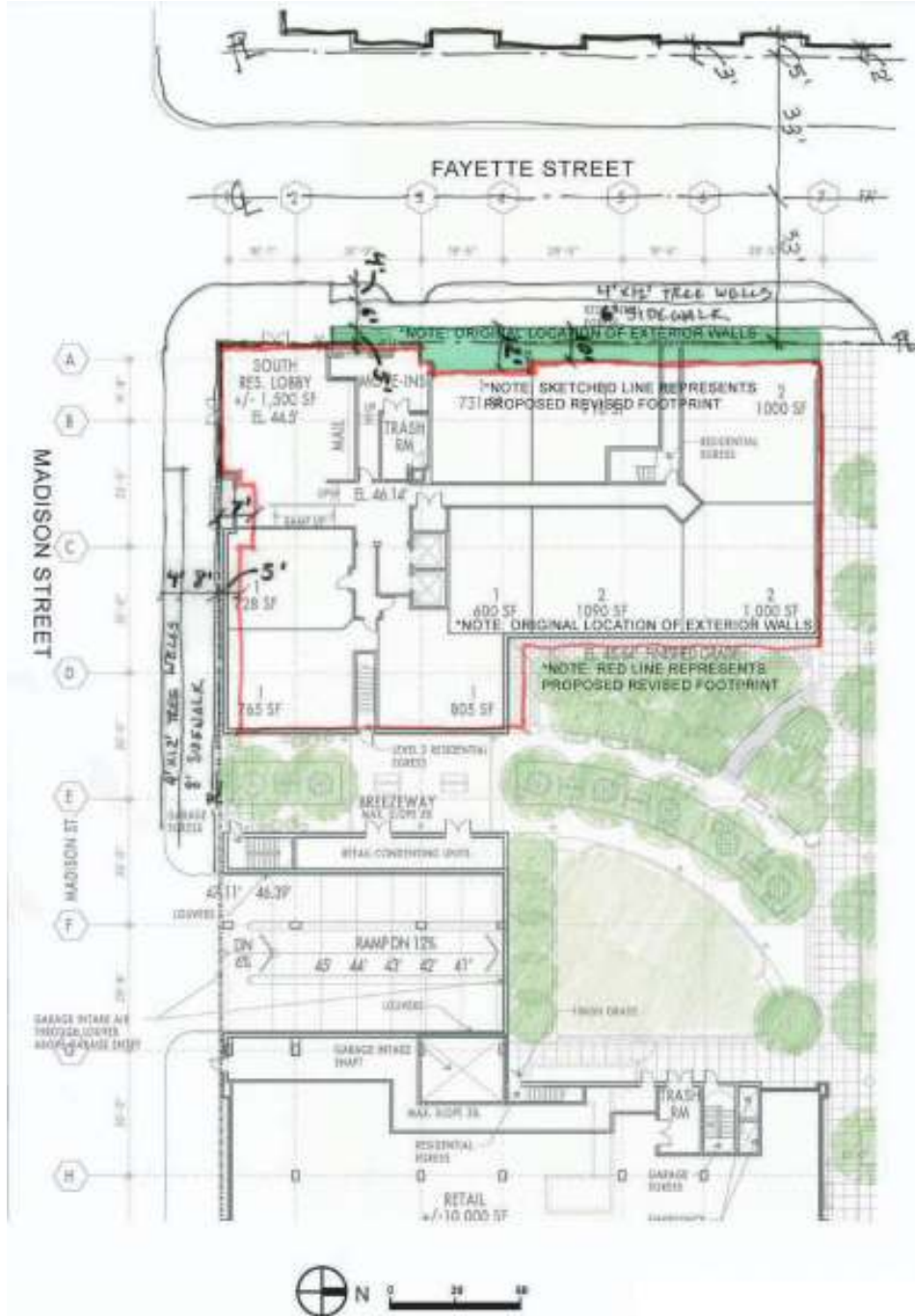
Recreation, Parks & Cultural Activities (RP&CA):

- R-1 Clarify specification of *Cercis canadensis* as single or multi-trunk.
- R-2 Clarify specification of *Lagestroemia indica* as single or multi-trunk.
- R-3 Clarify specification of *Magnolia virginiana* as single or multi-trunk and if applicable, provide cultivar.
- F-1 Remedy misspelling of *Ilex crenata*.

Virginia American Water Company (VAWC):

- F-1 Hydraulic calculations (computer modeling) will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.
- F-2 VAWC will require a copy of the Code Enforcement approved needed fire flow calculations for this project.
- F-3 Call out all existing water main sizes on existing conditions and site utility plan sheets.
- F-4 A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room.
- F-5 Both buildings show proposed 8" fire and 6" domestic services coming off of an existing 6" water main. Proposed service sizes to the building cannot be larger than the existing water mains. A new water main extension may be required for this development.
- F-6 It may be possible to bring the water services for the South Tower off of the existing 12" main in Madison St. and off of the existing 12" main in N. Henry St. for the North Tower.

ATTACHMENT #1



ATTACHMENT #2

