

Docket Item #11 A-D

REZ #2007-0005

CDD #2007-0002

MPA #2007-0002

TMP SUP #2007-0079

The Gateway

**Land bound by Payne St,
First St, Fayette St, and
Route 1**

**Planning Commission
March 4, 2008**



Docket Item #11 A-D
Master Plan Amendment #2007-0002
Coordinated Development District #2007-0002
Rezoning #2007-0005
TMP Special Use Permit #2007-0079

Planning Commission
March 4, 2008

REQUEST: Consideration of an amendment to the 1992 Master Plan to change the land use designation from medium density commercial and high density mixed use to high density mixed use; consideration of amendments to Section 5-602 of the zoning ordinance with respect to a new CDD #15; consideration for CDD concept design plan; and consideration of a special use permit for a transportation management plan.

APPLICANT: Jaguar Development, LLC

LOCATION: Land bound by Payne St, First St, Fayette St, and Route 1

ZONE: Existing: OCM(50) and CRMU-H
Proposed: CDD #15

MPA#2007-0002
CDD #2007-0002
REZ #2007-0005
TMP #2007-0079
THE GATEWAY

**SITE GRAPHIC
AVAILABLE IN PLANNING AND ZONING**

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I. IMPACTS / BENEFITS

IMPACT / BENEFIT	COMMENTS
Consistency with Braddock Road Metro Small Area Plan	<ul style="list-style-type: none"> • Mix of residential with accessory retail and office; • Ground-level open space (38%) with additional 3% at roof top level; • Creation of four new blocks surrounded by publicly accessible streets to extend the existing street grid and enhance pedestrian linkages; • Underground parking; • Publicly accessible passive open space; • Trail connections linking Slaters Lane, Potomac Yard and Braddock Metro; and • And underground utilities.
Use	<ul style="list-style-type: none"> • Up to 616 Residential Units; • Up to 15,000 sq ft of retail space; • Up to 100,000 sq. ft. of hotel; • And up to 200,000 sq. ft. of office (Actual uses, unit counts and bedroom mix will be determined with subsequent submissions); • Total Net Square Footage – 770,000 sq. ft.
Open Space	<ul style="list-style-type: none"> • 38% (110,956 sq ft) ground-level open space and 7,137 sq ft roof top open space; • And approximately 27,600 sq ft publicly accessible, centrally located park.
Pedestrian	<ul style="list-style-type: none"> • 14-foot wide sidewalks with street trees; • 20-foot sidewalks along Fayette Street; • Defined pedestrian/bike path through the site connecting Metro to Slaters Lane and beyond.
Building Compatibility	<ul style="list-style-type: none"> • The buildings are the tallest in the south and are compatible to the existing Potomac Club Residences. The buildings' heights step down from the south as they move north and east. The individual buildings have varying heights, to break up their mass.
Traffic / Transit	<ul style="list-style-type: none"> • Transportation Management Plan; • Contributed to the Braddock area traffic study; • Improvements to the intersection of Fayette Street and Route 1; • Contributions to an improvement fund for First Street and Route 1; • ¼ to ½ mile from Braddock Road Metro Station.
Parking	<ul style="list-style-type: none"> • Three levels of underground parking providing with approximately 1,258 spaces; • Approximately 60 surface parking spaces • 1.75 spaces per 2 bedroom unit, 1.3 spaces per 1 bedroom unit; 15% visitor parking spaces; • 1 space per 600 gsf office; 3.5 spaces per 1000 gsf retail; • Parking for hotel to be determined with subsequent submission. • Staff is recommending lower parking ratio due to proximity to metro in compliance with Braddock Metro Neighborhood Plan.
Fiscal	<ul style="list-style-type: none"> • \$1.8 million annually at full build out
Environment	<ul style="list-style-type: none"> • There may be contaminated soils, if so, they will be removed with the development; • Green-sustainable building technology (26 points); • And 110,956 sq ft of open space on a site that currently has very limited green areas.

II. EXECUTIVE SUMMARY

The applicant is requesting approval of the following:

- Amendment to the 1992 Master Plan to change the land use designation from medium density commercial and high density mixed use to high density mixed use;
- Rezoning of the 7.06 acre site from CRMU-H and OCM-50 to CDD#15;
- Coordinated Concept Plan for the 7.06 acre site; and
- Transportation Management Plan.

The proposed master plan amendment, rezoning and CDD Concept Plan for the approximately seven acre site would increase the floor area ratio (FAR) from 1.5 to 2.5 for six acres of the site. The remaining acre is zoned CRMU-H, which permits a 1.25 FAR and up to a 2.5 FAR with a special use permit. The proposed master plan amendment and rezoning would also increase the permitted heights from 77-90 feet to 39-150 feet. The existing zoning permits a total maximum square footage of 450,450 sq. ft. and the proposed rezoning and associated applications would increase the maximum floor area to 770,000 sq. ft. with a special use permit; a net gain of approximately 320,000 sq. ft.

The proposal would permit a mix of residential, neighborhood-serving retail, live-work units, office, and potential hotel uses in the northern gateway of the Braddock Metro Area.

While the square footage and height are increasing with the proposed development, the proposed floor areas and heights represent a maximum; the final floor areas and heights will be reviewed through subsequent development special use permit approval processes required for each building. Similar to other larger CDD zones within the City, this proposal has been divided into Landbays for phasing, approvals and construction.

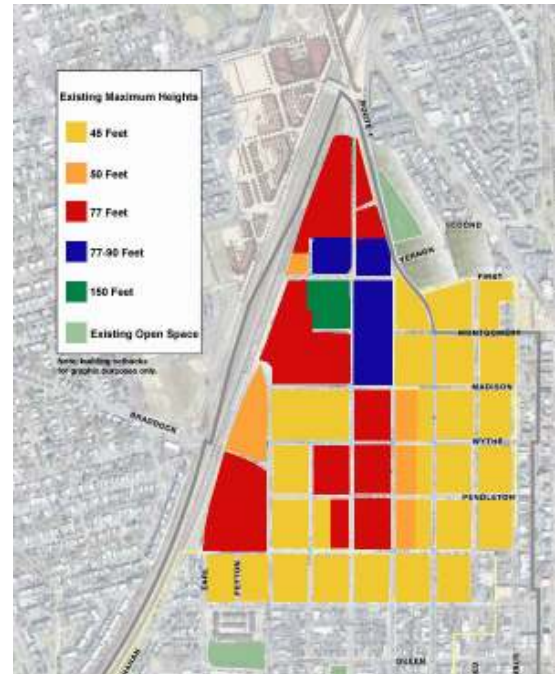


Figure 1: Existing Building Heights

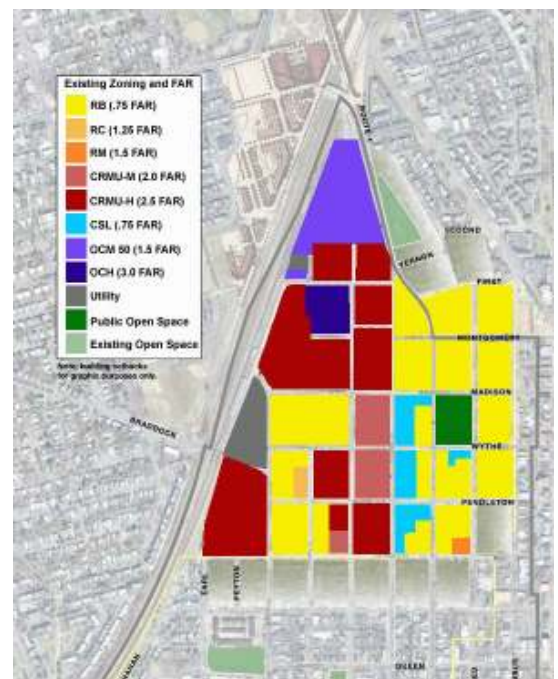


Figure 2: Existing Zoning and FAR

The fact that the applicant owns over seven acres of consolidated land at the entrance to the Braddock neighborhood presents a tremendous opportunity for the City to implement the principles of the Braddock Metro Neighborhood Plan which include the extension of the street grid, high-quality pedestrian environments, quality architecture, affordable housing, sustainable building elements, and appropriate density near the metro station. The zoning mechanism to ensure coordination among the property and adjoining properties is to establish a CDD – Coordinated Development District, similar to developments such as Potomac Yard and Eisenhower East.



Figure 3: Site Plan in Aerial

A. Master Plan Amendment

In accordance with the City’s approved plans and policies as well as the changing character of the neighborhood, the applicant has requested a Master Plan Amendment to increase the height and density currently permitted on the northern gateway site to create a mixed-use development consisting of residential and commercial uses. Specifically, the applicant seeks a Master Plan Amendment to change the land use designations from medium density commercial and high density increase mixed use to a high density mixed use land use designation.

B. Rezoning – Coordinated Development District

As with any rezoning, great care must be taken to ensure that the proposed change is consistent with the character of the neighborhood, consistent with all the applicable City policies, and the adjoining communities have adequate opportunity to review and discuss the proposal.

Consistency with the Character of the Neighborhood

A challenge with this site is that it is surrounded by tall buildings to the south which range from 77 to 150 feet in height, future Potomac Yard Landbay L to the west (60 to 82 feet in height), the newly constructed Monroe Avenue Bridge to the north and the small scale Northeast neighborhood to the east.



Figure 4: Site Context



Figure 5: Short Building Segment Adjacent to Northeast

To address the smaller scale Northeast neighborhoods to the east, staff worked with the community to ensure that the blocks immediately adjacent to the Northeast neighborhood were not increased in height. In fact, the Braddock Metro Neighborhood Plan recommends that the height adjacent to Route 1 be decreased to 50 feet.

The next step to address the smaller scale neighborhood of Northeast was to ensure that the taller buildings, to the extent possible, have the short portion adjacent to Northeast neighborhood. To further ensure consistency with the existing neighborhood character Fayette and Payne Streets were extended and two additional streets were created. These streets provide connections for cars and pedestrians but also reduce the scale of the buildings and provide much needed building breaks.

A strong desire expressed by the community through the Braddock process was to have a large public park. The park was located in a manner that will be visible from Route 1, will accommodate pedestrians from Northeast as well as Inner City and also provide a break of approximately 180 feet between two of the buildings.

In addition to the site plan elements, staff worked with the applicant and community to ensure that there is a clear building “step-down” from north to south and from west to east. The height on the southern portion of the site relates to the existing 150-foot tall Paradigm building and the building to the north relates to the permitted heights within the adjoining Potomac Yard (60 to 82 feet).

While there has been some concern expressed regarding the proposed height there was also extensive discussion regarding the

importance of ensuring that the buildings are well designed as part of any rezoning process. As part of this process, staff required the applicant to prepare models and architectural elevations to demonstrate to the community and City the proposed massing and design. Through this process, the building designs have been revised considerably

resulting in the proposal that is currently before the Planning Commission and City Council. Staff has added a recommendation that the quality of the architecture represented by the applicant be part of the zoning approval. Staff believes this is important to ensure that the City and community achieve the quality that has been represented as part of the application materials.



- Northwest (30-45 Feet)
- Braddock Condos (77 Feet)
- Potomac Yard Landbays J and L (60-82 Feet)
- Braddock Gateway - Proposed (39-150 Feet)
- Paradigm Building (150 Feet)

Figure 6: Adjacent Heights

While these buildings are quite tall and quite dense, staff is recommending approval of the proposed master plan amendment and rezoning because the site is well within walking distance of the Braddock Road Metrorail Station, the applicant has worked with staff to revise site plan elements and architecture, and substantial public benefits, as outlined below, are provided with this proposal. While staff is recommending approval of the proposed application, each building will require review and approval of a subsequent development special use permit, which enables the City and community to review each of the buildings in considerably more detail than with the proposed master plan amendment and rezoning.



Figure 7: View from Powhatan Park

Consistency with City Policies

The proposed Braddock Metro Neighborhood Plan, the City’s adopted Strategic Plan, and the Economic Sustainability Report have core elements such as appropriate density around our metro stations, encouraging mixed use developments, encouraging office uses where possible, ensuring high quality buildings and encouraging transit. While appropriate density and height must be based on the context of each neighborhood and location, staff believes this proposal has adequately addressed the context of the neighborhood. The proposal does provide a mix of uses, albeit predominantly residential uses (up to

91%), office (up to 30 %), hotel (up to 15%) and retail use (up to 5%). It should be noted that this site will have the ability to redistribute the percentages and mixture of the uses with each DSUP application as discussed below. A higher percentage of residential use is acceptable on this site as office and/or hotel uses are predominantly concentrated adjacent to the Braddock Road Metrorail Station to create a critical mass of office uses.

Public Benefits

In addition to the on-site requirements such as a central public park, underground parking, and quality architecture, the recommendations require considerable on-site and off-site improvements as part of the master plan amendment or rezoning including the following:

- \$5,000,000 contribution towards affordable housing;
- \$1,000,000 for the Braddock Metro Streetscape Fund or the amount required by the Braddock Metro Neighborhood Plan;
- \$1,000,000 for the Braddock Metro Open Space Fund or the amount required by the Braddock Metro Neighborhood Plan;
- \$250,000 for improvement/maintenance to Powhatan Park;
- Installation of a new traffic signal and pedestrian improvements at the intersection of Fayette Street;
- Traffic signal and pedestrian improvements at the intersection of First Street and Route 1;
- Provision of a green roof and 26 LEED points for each of the buildings; and
- Locating off-site utilities below grade.

One of the issues discussed as part of the creation of the Braddock planning process is the importance of establishing open space and streetscape funds, similar to Eisenhower East where developers contribute into the fund for neighborhood improvements. Staff has recommended that the applicant contribute \$1,000,000 towards each of these funds or the amount determined through the Braddock Metro Neighborhood implementation group. Similar to Eisenhower East, the Braddock Plan envisions that staff will work with the community and developers to establish a prorated contribution to purchase and construct the necessary open space and streetscape improvements. The recommendations regarding the implementation of the funds will require review and approval for the final monetary contribution by the Planning Commission, which is the same approach used for the Eisenhower East process.

C. Staff Recommendations

Staff recommends approval of the proposed master plan amendment, CDD rezoning, CDD Concept Plan and the transportation management plan with the staff

recommendations. As proposed, the Braddock Gateway project provides an opportunity to properly utilize the land adjacent to the Braddock Road Metrorail Station - a mixed-use, transit-oriented development as desired in many of the City's adopted plans and policies.

III. BACKGROUND

A. Site History

During the late 1800s and early 1900s, this area of the City was primarily industrial uses associated with the adjacent Potomac Yard rail lines. The remnants of this industrial heritage remained with the single-story warehouse buildings that exist on the site. According to the 1921 Sanborn Insurance Maps, an ice storage facility, owned by the Mutual Ice Company was located at the site, presumably to provide refrigeration for passing railcars.

The Braddock Road Metrorail Station was completed in December 1983. As redevelopment of the industrial uses appeared imminent, the City took precaution to ensure the preservation and maintenance of the neighborhood's existing residential character. Preservation measures began in 1975, when the City Council passed a series of ordinances to preserve the character of the late-19th and early-20th century buildings located within the approximately 40-block area now known as the Parker-Gray District. City Council formally established with Parker-Gray Historic District in 1984 to ensure the maintenance of the District's residential character.

While redevelopment was anticipated, two large institutional uses located adjacent to the Braddock Road Metro inhibited the redevelopment potential- the John Roberts public housing and the Parker-Gray School. Upon the decision by the Alexandria Redevelopment and Housing Authority to relocate residents in John Roberts, the City acquired both properties and designated these properties for redevelopment of commercial and residential uses.

In response to the mixed-use designation, the City approved a request to construct Braddock Place on the former site of the Parker-Gray School, a development which consisted of office, retail, and residential uses. Braddock Place was constructed in two phases: the first phase, completed in 1986, consisted of office and retail uses; the second phase, completed in 1988 consisted of residential condominiums.

Redevelopment continued with Potomac Club, a residential development constructed in two phases. Potomac Club Phase I was constructed in 1991 and consist of approximately 183 apartments. Phase II, commonly known as the Paradigm Building, was constructed in 2002 and consist of approximately 296 units.

The site is divided into two areas: the northern area is approximately six acres and the southern area is approximately one acre. The site is currently occupied by four warehouse facilities, surface parking lots, and vacant land. One of the warehouses, located at 1200 N. Fayette Street, is leased by National Car Rental System, Inc. for motor vehicle parking and storage as well as light auto repair. National Car Rental operates under a special use permit (SUP #2000-0039), which expires on May 13, 2010. Due to its location, it is presumed that the National Car Rental can continue operation through the expiration of the special use permit, as land disturbance and demolition in this location would not commence until development special use permit approval of Landbay III.

A second warehouse on the site, constructed in 1960, operated under special use permit approval as a research and development facility in the 1990s.

This warehouse, commonly known as the Next Reality Building, currently serves as an information office for the proposed development.



Figure 8: Photos of Existing Site

The site is surrounded by a variety of uses including warehouse facilities, an automotive service station, professional offices, a residential apartment building, a fast food restaurant, and vacant land. The mixture of residential, light industrial, and office uses has characterized the neighborhood for a number of years, with the site primarily being characterized by light industrial uses due to its location adjacent to the rail lines. In addition to the rail lines, the site is in close proximity to Route 1 and the low-scale residential neighborhoods that are positioned immediately east of the major thoroughfare.



Figure 9: Potomac Yard Landbay N

Immediately north of the site, just south of the Monroe Avenue Bridge is a triangular piece of vacant land currently owned by Potomac Yard Development, LLC. In the Potomac Yard Alternative Concept Plan, this land is identified as Landbay N and is considered

approximately 2.75 acres of land.

B. Planning in the Braddock Neighborhood

With the approval of the Braddock Road Metro Station in 1973, the 1974 Consolidated Master Plan identified the need to relocate the industrial uses adjacent to the metro and redevelop these properties at moderate densities. The 1982 Braddock Road Station Area Plan further encouraged redevelopment adjacent to the metro station.

Similar to the previous planning documents, the 1992 Plan identified the triangular area north of the metro station as underutilized property due to its obsolete industrial character, distance from established residential neighborhoods, and the large parcels, which provided opportunity for gradual variation in scale and density. To encourage redevelopment of the industrial uses adjacent to the metro, the 1992 Plan recommended changing the industrial land uses to medium density commercial and high density mixed use.

While the Braddock Metro neighborhood Plan provides a vision and maximum development requirements, the Braddock East Plan will provide more specific development and zoning guidance for each of the blocks within the Braddock East area.



Figure 10: Braddock East Plan Boundaries

C. Project Evolution

The proposal has undergone a significant transformation since the applicant's initial submission in early 2005. Initially the applicant proposed a mixed use development, consisting of one building, on the one-acre site bordered by N. Fayette Street to the east, First Street to the south, N. Payne Street to the west, and adjoining car wash to the north. The mixed-use development, known as Fayette Street Plaza, included residential condominiums, office space, retail, and an underground parking facility and a maximum height of 90-feet.

Subsequent to the initial plan submission, the applicant acquired six additional acres immediately north of the one-acre site. Accordingly, staff encouraged the applicant to consider a coordinated development in this area. During these early discussions, the Braddock Metro Neighborhood planning process commenced and the notion of increased height and density on this site, in exchange for the provision of a large public open space was discussed by the community. As a result of these discussions, the applicant proposed a conceptual development plan with coordinated site design, increased building heights, public open space, underground parking, and other public benefits.

The applicant expressed a desire to precede the Braddock Plan and move the application forward to the public hearing. Staff expressed concern with this request for a variety of reasons, but most importantly due to the rezoning associated with the proposal. At the request of staff, the applicant agreed to proceed concurrently with the Braddock Plan. Since then, the applicant has continued to work with staff and the community, participated in the Braddock planning process, and has incorporated many of the Plan's recommendations.

Furthermore, allowing the proposal to proceed to public hearing concurrently with the Braddock Plan enabled staff to review the proposal in the context of the larger Braddock planning area. Given the significance of the development, staff and the applicant have worked to ensure a proposal that complies with the intent of the Plan.

D. Project Description

The CDD Concept Plan permits up to five buildings within five landbays. All of the required parking for the proposal is located within three 2-3 level underground parking garages. Approximately 60 on-street parking spaces are proposed on the newly created streets.

As proposed, the construction of the underground garages will also be phased, with the first garage constructed in Landbay I, the second constructed in Landbay II, and the third constructed in Landbay III. While approximately 1,258 spaces are proposed in the three garages with approximately 60 surface parking spaces, it is possible that the types and percentages of uses



Figure 11: Color Site Plan

currently proposed may be adjusted with future development special use permit applications. Therefore, the applicant will be required to satisfy minimum parking requirements with each Landbay.

The applicant has also provided approximately 80,000 sq. ft. of ground level open space, in addition to the park, as well as over 7,000 sq. ft. of rooftop open space. The ground level open space includes an 8-foot multi-use trail, which connects Slaters Lane and the Potomac Yard Linear Park to the Braddock Road Metro Station. The areas of open space, which surround each of the five proposed buildings, offer areas for street trees and other landscaping to enhance the livability of the neighborhood.

Due to the size of the project area and the square footage of development planned, the proposal is divided into five Landbays for phasing and construction, similar to larger developments such as Eisenhower East and Potomac Yard. The numerical designation of each landbay also reflects the anticipated phasing of the development for the site. While the proposed phasing can be amended, any amendment to the phasing will require subsequent approval by the Planning Commission and City Council. Based on phasing, construction and approvals, the applicant has indicated that the proposed development would take approximately 15-20 years to construct.



Phase I
Phase II
Phase III
Phase IV
Phase V

Figure 12: Proposed Phasing Plan

Landbay I and Landbay VI (Park)

The proposed Landbay permits a mix of residential and retail uses and a 27,600 sq. ft. park, with an approximate maximum 160,000 sq. ft. of floor area and a maximum height of 138 feet. In addition to the construction of the first building, the park, and the southern underground parking structure, the staff recommendations require that approximately 65% of the streets including the extension of Payne and Fayette Street, the streets around the park and the park be constructed with the first landbay.

Landbay II

The proposed Landbay permits a mix of residential and retail uses and an approximate maximum of 290,000 sq. ft. in size and has a maximum height of 150 feet, which steps down as the building approaches N. Fayette Street. In addition to the building, the applicant proposes to complete all remaining infrastructure and streetscape improvements to N. Fayette, First, and N. Payne Streets, including the planting of street trees.

Landbay III

The proposed landbay permits an approximate maximum of 220,000 sq. ft. with a maximum building height of 127 feet. The applicant also proposes to complete all infrastructure necessary to service Landbay III.

Landbay IV

Located at the northern portion of the site, this landbay permits an approximate maximum of 115,000 sq. ft., and a maximum height of building four is 97 feet. In addition to building four, the applicant proposes to complete all remaining streetscape improvements, install all remaining landscaping, and complete the pedestrian connection to Slaters Lane and the Potomac Yard Linear Park.

Landbay V

The proposed Landbay V permits an approximate maximum of 70,000 sq. ft. of office space with a maximum building height of 82 feet. All remaining infrastructure and landscaping shall be completed with Landbay V.

The applicant has proposed specific percentages of development use, but has also established maximum percentages to ensure flexibility in the future. *Table 1* indicates the maximum percentage of each use proposed by the applicant.

Table 1: Proposed Maximum Percentages of Development

Use Type	Maximum Percentage	Maximum Net Square Footage
Residential	91%	665,000
Retail	5%	15,000
Office	30%	200,000
Hotel	15%	100,000

* Some flexibility with these percentages is allowed and will be reviewed with each submission.

In an effort to allow flexibility to meet the demands of a changing market, the applicant will be able to substitute uses within each landbay as long as the proposed changes maintain the mixed-use, pedestrian friendly and transit-oriented intent of the CDD. The substitution of uses will maintain a mix of uses that are a minimum of 5 % retail, office

and/or hotel use and a maximum of 40% commercial, office and/or hotel use; and a minimum of 60% residential uses and a maximum of 90 % residential uses.

V. STAFF ANALYSIS

Staff, the community and the applicant have worked over the past several years modifying and refining the proposal that is currently before Planning Commission and City Council. The following is a detailed analysis of the proposed development.

A. Consistency with Braddock Metro Neighborhood Plan

The Braddock Plan recognizes the potential associated with the northern gateway, indicating that economic pressures and market forces will result in the redevelopment of the remaining industrial sites in this area of the City. Rather than allow these properties to be developed through the site plan process, the City has engaged the community to establish specific planning principles and design guidelines for the northern gateway area, as well as the rest of the Braddock Metro Neighborhood. The following paragraphs describe how the proposed development responds to these principles of the Braddock Metro Neighborhood Plan.

Create a Sense of Place

The Plan indicated that there were several components of development that create a sense of place or character. Such elements as high quality architecture, landscaped open spaces and public art help to create neighborhoods with unique and different identities. The proposed development will incorporate elements such as a public park with historic interpretive design components unique to the neighborhood; it will provide quality architecture and building materials; and the mass and scale of the buildings will enhance the neighborhood's gateway character.



Figure 13: Perspective of Fayette Street and Park

Walkable Neighborhood

The Braddock Plan identifies N. Fayette Street as a principle walking street, recommending the provision of street furniture, street trees, and brick sidewalks, amongst other design features to identify the street as a primary pedestrian route. The proposed development incorporates these elements by providing street trees, pedestrian-scale lighting and 20-foot wide sidewalks along N. Fayette Street. Similarly, neighborhood-

serving retail and work-live units are proposed on N. Fayette Street will activate the pedestrian space in this area. Pedestrian connections from Potomac Yard and Northeast provide direct access to the Braddock Road Metrorail Station

Variety of Community Serving Open Spaces

As previously mentioned, the proposed development includes a 2/3 acre park, which is centrally-located within the Gateway neighborhood. Per the recommendations of the Plan, the open space is easily accessible to residents and users of Potomac Yard and Northeast in addition to the residents of the Braddock Metro Neighborhood. The park is located adjacent to the neighborhood-serving retail and live-work use proposed on N. Fayette Street and is surrounded by pedestrian-oriented streets.

Community Serving Retail and Services

The proposed development includes approximately 10,000 sq. ft. of retail space and nearly 2,000 sq. ft. of work-live space. The retail space in this area is envisioned as neighborhood-serving retail, and serves to activate the pedestrian streetscape on N. Fayette Street as well as the park. Furthermore, the retail provides a “third place” between home and work, as identified in the Plan, to enhance the sense of community in this area.



Figure 14: Perspective of Proposed Retail

Mixed-Income Housing

To assist in the provision of mixed-income housing within the Braddock Metro Neighborhood, the applicant has agreed to contribute \$5 million to the City’s Affordable Housing Trust Fund. In accordance with the Plan, these funds will be used to provide on-site affordable units, assist in the redevelopment of public housing in the Braddock neighborhood, or preserve existing private housing as affordable within a six-block radius of the site, as determined by the City.

Multi-Modal Transportation – Parking

The proposed development includes a variety of transportation elements, including

underground parking, on-street parking, pedestrian and streetscape improvements, and increased connectivity with adjacent uses. In addition, the applicant has proposed a transportation management plan, which promotes transit, ride-sharing and staggered work hours, as well as provides discounted transit fare amongst other efforts to reduce single-occupancy vehicle use. Also, staff recommends that the applicant participate in a district-wide transportation management plan. Staff and the Braddock Plan are also recommending a reduced parking ratio for the site.

B. Master Plan Amendment and Rezoning

In accordance with the Braddock Plan, the applicant requests that the site, currently split-zoned OCM (50) and CRMU/H be rezoned to CDD, a Coordinated Development District. Table 2 provides a description of the proposed CDD. Table 3 provides a comparison to the existing zoning.

Table 2: Proposed Description of Braddock Gateway CDD

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit
			Maximum FAR and/or Development Levels
5	Braddock Gateway	CRMU-H zoning regulations apply to the one-acre portion of the site at First and Fayette Streets with a maximum floor area of 1.25 and OCM(50) zoning regulations apply to the remaining six acres of the site, with a maximum floor area of 1.5. The maximum height within the CRMU-H portion of the site shall be 77 feet and the maximum height within the OCM 50 shall be 50 feet. Building(s) shall comply with the Braddock Metro Neighborhood Plan Design Guidelines and other applicable requirements of the Braddock Metro Neighborhood Plan.	<p>The development controls for each Landbay(s) and/or building(s), including floor area, building height, amount of open space, parking, principal uses, ground floor retail shall be subject to the CDD-15 Concept Plan and all CDD Concept Plan conditions, in addition to the Braddock Metro Neighborhood Plan. The actual number of units, square footage and height shall be determined as part of development special use permit for each Landbay(s) and/or building(s). Any proposed development shall conform to the Braddock Metro Neighborhood Plan Design Guidelines.</p> <p>Uses Mix of uses including residential, live-work units, office, hotel and retail along with publicly accessible open space and trails.</p>

Table 3: Zoning Comparison Table

Zoning	OCM(50)	CRMU-H	CDD#15
Yards	Residential yard regulations apply for mixed use development, but residential regulations only refer to single-family and two-family dwellings	Residential yard regulations apply for mixed use development, but residential regulations only refer to single-family and two-family dwellings	No yard tabulations provided.
Open Space	Residential development shall provide 40% (no reference to nonresidential or mixed use)	Each residential development or residential portion of a mixed use development shall provide 40% open space.	Ground Level: 38% (110,956 SF) Roof Top: 3% (7,137 SF)
Floor Area Ratio	Nonresidential: 1.50 Residential: 1.50, not to exceed one dwelling unit for each 800 sq ft of lot area or 54.45 du/acre	Mixed Use with SUP: If at least 50% of the floor space of the proposed development is for residential use and if the commercial use development does not exceed an FAR of 1.25, then, with an SUP, the maximum FAR may be increased to 2.5.	Net FAR: 2.50
Height	50 feet, 77 feet with SUP	Heights in Braddock Plan 50 to 90 feet.	32 feet to 150 feet
Parking	<p>Multi-Family</p> <p>1-Bdr 1.30 2-Bdr 1.75 3-Bdr 2.20 Office: 1 space/ 600 SF</p> <p>Retail: 1st Floor: 1/220 SF Other: 1/320 SF</p>	<p>Multi-Family</p> <p>1-Bdr 1.30 2-Bdr 1.75 3-Bdr 2.20 Office: 1 space/ 600 SF</p> <p>Retail: 1st Floor: 1/220 SF Other: 1/320 SF</p>	<p>Multi-Family</p> <p>1-Bdr 1.30 2-Bdr 1.75 Office: 1 space/ 600 SF</p> <p>Retail: 3.5 spaces /1,000 SF</p>

Proposed Rezoning and Master Plan Amendment

When a rezoning application is received by the City for review, there are several criteria by which an application is evaluated. One is determining whether the overall character of area has changed substantially. Since these properties were rezoned in 1992 there have been some fairly substantial changes to the surrounding area. The Potomac Yard CDD was approved in 1999 and has transformed a once industrial rail yard into a retail center and residential community. The Potomac Yard CDD extends from Four Mile Run to the WMATA rail lines adjacent to this development. Potomac Yard’s Landbays L and J, which are in closest proximity to the Gateway site, are mix-used developments; allowing for building heights up to 82 feet. In conjunction with the redevelopment of Potomac Yard, the Monroe Avenue Bridge has been re-aligned and provides the opportunity for a

gateway feature for the Braddock neighborhood.

While reviewing a rezoning request, staff evaluates the proposal based on the site's location and surrounding context. The site has taller buildings to its south with the 150' tall Paradigm Building directly across the street, the WMATA rail lines and Landbay L of Potomac Yard to the west, North Fayette Street and Route 1 to the east and the Monroe Avenue Bridge to the north. The site is in essence wedged between an arterial thoroughfare and metro rail lines. These major transportation corridors serve as "buffer" between the site and the adjacent uses. Although it is located near the lower-scale density of the Northeast neighborhood to the east, it is approximately 300 feet away from that neighborhood.

The Braddock Plan identifies the northern gateway as a "Character Area" within the larger Braddock Neighborhood. In the northern gateway neighborhood, the proposed plan envisions a new, urban neighborhood consisting of a mixture of uses, including neighborhood-serving retail, office, residential, hotel and public open space. To ensure that redevelopment of the northern gateway is compatible with the character of the Braddock neighborhood, the proposed plan recommends specific site and building design standards, in addition to the general urban design and planning principles recommended throughout the Braddock neighborhood. The Plan also recommends that the northern gateway area is rezoned to Coordinated Development District (CDD) zoning.

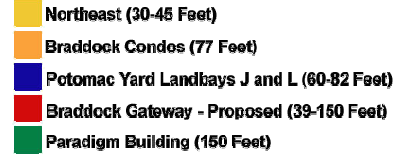


Figure 15: Adjacent Building Heights

While the rezoning of these properties was appropriate due to the altered character of the neighborhood, its close proximity to metro and constrained location, the existing zoning inhibits coordinated development in the northern gateway. As such, the Braddock Plan recommends this site for CDD zoning in an effort to ensure coordination among landowners and increased public benefits.

The CDD offers an opportunity to consolidated four properties in the northern gateway area to create a cohesive development characterized by high-quality building design and serves as a mechanism to reconnect the northern gateway area with the well-established residential neighborhoods located east and south of the site and the mixed-use neighborhoods rapidly forming north of the site in Potomac Yard. Similarly, the CDD

offers the opportunity to obtain much needed open space and neighborhood-serving retail in this area of the City.

And lastly staff evaluates the public benefit and assesses whether the rezoning will benefit the community as a whole. The Braddock Gateway proposal provides significant public benefits, including a public park, enhanced street and pedestrian connectivity, underground parking, neighborhood-serving retail, and high-quality building design. The provision of the public park and the enhanced street network in particular, reduce the amount of buildable land, thus prompting an increase in building height. Due to the site context and location, transitions in building heights, and the public benefits proposed with the project, staff supports the proposed rezoning and master plan amendment.

C. Green Building and Sustainable Design

The City has recently required new development projects to incorporate sustainable building technologies as part of the special use permit process. Beyond the incorporation of sustainable building technologies, City staff has encouraged development applicants to pursue 26 points of Leadership in Energy and Environmental Design (LEED) or a similar green building rating system. As described in previous development projects, LEED is largely designed to evaluate commercial construction, rather than residential and mixed-use developments. However, LEED has recently expanded to include a pilot program entitled LEED for Neighborhood Development.

The U.S. Green Building Council, developer of the LEED rating system, developed the pilot program to integrate the principles of smart growth, urbanism, and green building to ensure sustainable neighborhood development. As part of the pilot program, the Green Building Council established a pilot project checklist, which includes categories such as smart location and linkage; neighborhood pattern and design; and green construction and technology. The program commenced in 2007, with specific pilot projects selected. Based on feedback received during the pilot program, the LEED for Neighborhood Development point system and checklist will be revised. The Green Building Council anticipates that the LEED for Neighborhood Development will officially commence in 2009.

Staff has requested that the applicant incorporate green building and sustainable site design techniques into the proposed project, with the hope of achieving LEED for Neighborhood Development Certification and also provide a green roof for each building. The applicant has agreed to achieve 26 LEED. In addition, staff has recommended that the proposal be subject to any future green building policies and standards, in addition to the referred LEED Certification.

While many development projects completed in the City incorporate sustainable design

techniques similar to those previously mentioned, staff contends that this development project, due to its size and location, offers an opportunity to advance the sustainable design movement in the City. According to a recent study published by the American Institute of Architects, buildings account for nearly fifty percent of all greenhouse gas emissions and an even greater percentage of energy consumption. With this in mind, staff believes that there are opportunities, through building design, construction, and maintenance, to reduce the environmental footprint of the buildings proposed.

D. Pedestrian and Streetscape Amenities

The City’s adopted plans and policies encourage proposals to maximize pedestrian access through the development process and recommend that higher-density development is located within a 1,500-foot radius of metro stations to ensure alternatives to the automobile, such as mass transit, are provided. Due to the close proximity of the



Braddock Road Metro Station, the site offers an opportunity to provide a pedestrian-oriented development that is not dependent upon the automobile. As such, staff has worked with the applicant to ensure that adequate pedestrian connections are provided to transit options, not only from the site, but also from other nearby neighborhoods, and that the pedestrian environment is pleasant, safe, and functional.

In accordance with the recommendations of the Braddock Metro Neighborhood Plan, the proposal includes the extension of Fayette and Payne Streets and introduces two new streets, on either side of the proposed public open space. The extension and introduction of these streets allows the street grid established in the adjacent neighborhoods to continue, thus creating block sizes typical of residential neighborhoods in Old Town as well as enhanced vehicular and pedestrian circulation.

Figure 16: New and Extended Streets

The Braddock Plan identifies Fayette Street as one of four primary walking streets, recommending specific design guidelines to identify the street as a primary pedestrian route. For example, the Plan recommends that all new development on Fayette Street in the Braddock Metro Neighborhood provide brick sidewalks, wayfinding signage, street furniture, and street trees. Consistent with these recommendations, the proposal includes street trees, pedestrian scale lighting, and uninterrupted sidewalks. While the proposal does not currently provide a brick sidewalk

on Fayette Street, staff has included a recommendation to provide the City standard brick sidewalk in subsequent development special use permit applications.

Furthermore, the Braddock Plan also recommends wide sidewalks, ranging from 14-feet to 20-feet where active uses are present. Sidewalk widths of 14-feet are currently proposed throughout the site, except adjacent to the proposed retail on N. Fayette Street, where a minimum sidewalk width of 20 feet is provided. Sidewalks of this width ensure adequate pedestrian space, but also serve to reduce the building mass perceived at the street level.

The pedestrian infrastructure has been designed to serve the foot traffic that currently crosses the site to gain access to the Braddock Road Metro Station. In observing daily foot traffic on the site, many residents from adjacent neighborhoods currently cross N. Henry Street and walk diagonally across the site to the metro station. To respect the existing travel patterns of pedestrians, wide sidewalks have been provided adjacent to the proposed park, as have crosswalks extending from Payne Street to Fayette Street. These pedestrian improvements seek to ensure continued access to the metro station from adjoining neighborhoods, while providing a pleasant walking experience through a well designed public park.



Figure 17: Pedestrian Connections

Similarly, a pedestrian connection has been incorporated at the northeast corner of the site, connecting to the proposed Potomac Yard pedestrian trail. From the proposed Potomac Yard trail, pedestrians and cyclists have the opportunity to travel directly to the Braddock Road Metro Station along the western side of the property, remain on the eastern side of the property along N. Fayette Street, or travel south on N. Henry Street. Beyond providing a direct connection from Potomac Yard to the Braddock Metro Station, the trail connection also enables pedestrians and cyclists to travel from Potomac Yard, past the Braddock Road Metro Station, and connect to the King Street Metro Station.

In addition to the pedestrian connections and circulation patterns, the applicant has incorporated a variety of mechanisms to enhance the pedestrian experience as well as the streetscape. Specifically, the pedestrian environment has been designed to respect the history of the site, through interpretative materials and connections to the Alexandria

Heritage Trail, which is part of the Potomac Heritage Trail. Furthermore, street trees, pedestrian scale lighting, street furniture, and active ground floor uses serve to enhance the pedestrian environment.

E. Open Space

The Plan recommends that a public open space be located in the northern gateway neighborhood. In response to this recommendation, the applicant has worked with staff and the community to provide a publicly accessible park, approximately 27,600 sq. ft. in size. The proposed park is centrally located on the 7-acre site, directly west of Powhatan Park located at N. Henry and Vernon Streets. The placement of the proposed park was intentional, as it offers a visual and a physical connection with Powhatan Park. In addition to enhancing open space connectivity in this area, the alignment of these two parks serves to visually connect the Braddock Gateway site with the neighborhoods east of Route 1. The proposed park will be approximately 100 feet in width and 280 feet in length. For comparison purposes the proposed open space is approximately half the size of the adjoining Powhatan Park or approximately half the size of Market Square.



Figure 19: Proximity to Powhatan Park



Figure 18: Perspective Looking West from Route 1 at Fayette Street

The park has not yet been designed, although the proposed staff recommendations will require the park to be a primarily passive park and primarily green. Staff will also include members of the community in the design process to ensure that the park serves the functions desired by existing and future residents. Many community members have indicated that the park design should be passive in nature and should accommodate a variety of uses and functions. Discussions to date have envisioned the park as a series of

small rooms, accommodating a variety of uses such as farmer’s markets, outdoor events, play areas for children, and other leisurely activities. Beyond the functionality of the park, staff and the community have expressed a desire that the historical significance of the site be incorporated in the park design.

In addition to the open space provided on-site, staff has recommended that the applicant either acquire the vacant Potomac Yard property located north of the site or acquire an open space-landscaping easement to provide landscaping and trees to further enhance the neighborhood gateway.



Figure 20: Potomac Yard Property

F. Powhatan Park

The Braddock Metro Neighborhood Plan recommends that the applicant provide a \$250,000 contribution for improvements/maintenance to the adjoining Powhatan Park. This amount will be in addition to the contribution required by the open space fund. Staff has added this recommendation for a contribution to improvements/maintenance to the park because many of the residents from the proposed development will use the tennis court and basketball court or tot lot currently within the park. Therefore, the staff recommended contribution will be for improvements/maintenance to the park. While the Plan is recommending a monetary contribution as part of the first Landbay of this development, staff acknowledges that this park is used extensively by the existing community and any improvements/maintenance will require input from the adjoining residents and community. Because the park is owned and maintained by the City, staff will ensure that the community outreach process occurs to ensure that the contribution can be best used to add improvements/maintenance necessary for the park.

G. Open Space Fund and Streetscape Fund Contribution

A key open space principle of the Braddock Plan is the creation of meaningful public parks, plazas and other open spaces within the study area, with linkages between these spaces provided by trails and streets. The Plan identifies potential sites where significant public open space can be provided as well as mechanisms for acquiring and improving those sites as open space, through developer contributions to an open space fund. The plan’s approach is similar to the approach currently used within Eisenhower East. The Plan recognizes that it is important to provide green, landscaped areas on each development parcel--particularly in the form of significant streetscape, as well as private

open space within projects for the use of residents. However, the Plan identifies that ground level public open space-parks are equally important. The plan is projecting larger, consolidated public open spaces within the study area.

In recognition of these priorities in the Braddock neighborhood and as the Plan recommends that the applicant voluntarily contribute \$250,000 for the redesign and/or maintenance for Powhatan Park and pay \$1,000,000 into each the Braddock Metro Open Space Fund and Streetscape Fund. While the Braddock Plan is recommending \$1,000,000 contribution, the actual dollar amount will be determined by the implementation portion of the Plan. Furthermore, the applicant will underground utilities along the portion of Fayette Street that intersects with Route 1. These improvements will facilitate the installation of street trees and a landscape strip that will further enhance the visual connection between the two parks and improve the pedestrian experience. In addition, staff has recommended that the applicant make an additional contribution to the Braddock Metro Streetscape Fund as to be determined by the implementation portion of the Plan.

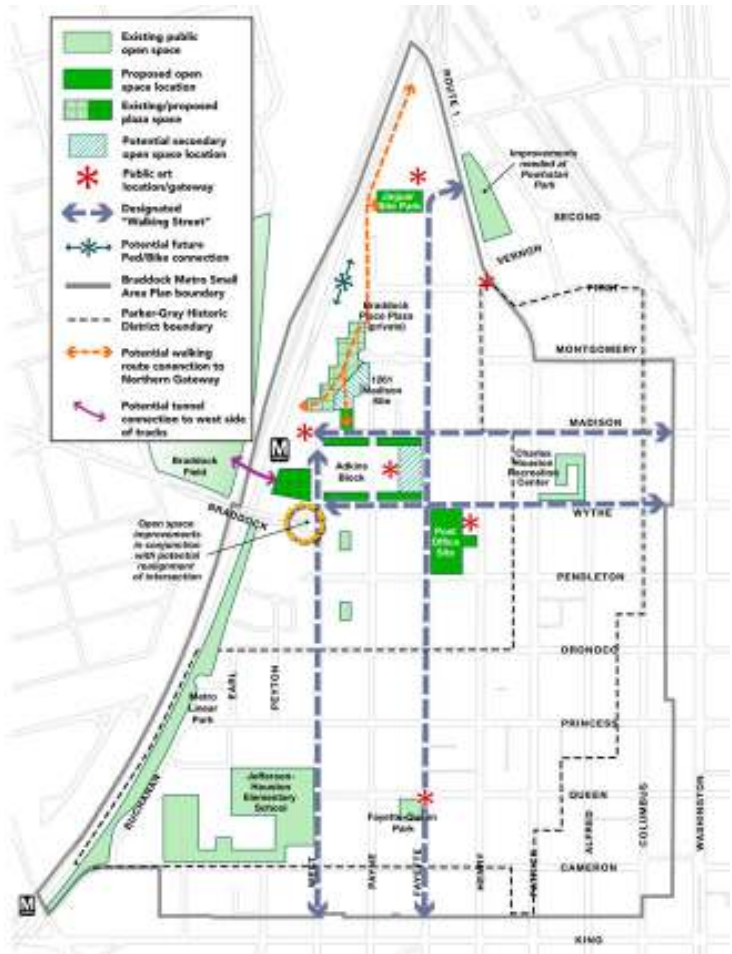


Figure 21: Open Space Framework Plan

H. Affordable Housing

In return for the requested CDD Concept Development Plan (CDD) which will increase density from 1.5 to approximately 2.5 FAR on the seven-acre Gateway site, the developer has offered a voluntary affordable housing contribution in the amount of \$5 million. This amount exceeds the existing contribution formula negotiated with the local development community in 2004 (and which were subsequently received by City Council in June, 2005) and is consistent with the developer's view that additional density is appropriate

given the site's proximity to metro rather than as a vehicle to achieve affordable housing units within the Gateway development.

According to the applicant's calculations regarding planned development (confirmed by Housing staff) the contribution amount, based on the current formula, would be \$2,349,012, as follows:

- \$1.50 x 81,967 s.f. of commercial space
- \$2.00 x 441,454 s.f. of residential space within 1.5 FAR¹
- \$4.00 x 335,789 s.f. of additional residential space due to 2.5. FAR

The applicant's proposal ties its expanded contribution amount to the anticipated value of the increased residential development rights gained through approval of the CDD, from the \$4 per square foot (per the current formula) to more than \$11 per square foot. Counsel for the developer has further stipulated that the \$5 million proffered is contingent on the actual square footage approved; should the potential extra residential development requested in the CDD be reduced by Planning Commission or City Council, the amount of the applicant's affordable housing contribution will be proportionally reduced.

While the applicant has proposed a pro-rated pay in schedule where contributions are made as each building receives its certificate of occupancy, it has indicated it will pursue a construction financing structure that could allow an earlier pay in or, in the event this is not feasible, it has stated that it is amenable to an escalator clause or interest contingency being included in the conditions to ensure that over time, the City receives a contribution equal to the present value of the \$5 million now pledged.

I. Economic Sustainability Report

The report identified the City's Metrorail Stations as "underutilized assets in which the City has made a substantial investment and has not received a full return." In an effort to attain the economic potential associated with the Metrorail Stations, the Work Group recommended transit-oriented, mixed-use development in the Braddock Metro Neighborhood, specifically encouraging a mixture of heights and densities. While a mixture of uses was encouraged, the Work Group noted the importance of office as a primary use type, in an effort to re-balance the real estate tax base, which is largely residential at the present time. Beyond transit-oriented, mixed-use development, the Work Group also recognized the significance of obtaining public benefits and amenities through redevelopment.

¹ Please note that the applicant uses a higher \$2/sf amount based on condo development (instead of \$1.50/sf for rental) although the actual use is not decided at this time due to market conditions)

As proposed, the Braddock Gateway development project achieves the recommendations of the Work Group. Specifically, the proposal introduces a transit-oriented, mixed-use development consisting of residential, neighborhood-serving retail, office, and potential hotel uses. This mixture of uses provides assistance in accomplishing the Work Group's goal of re-balancing the tax base to 50 percent commercial and 50 percent residential.

While the proposal does not provide 50 percent commercial and 50 percent residential uses, the Braddock Metro Neighborhood Plan has designated other locations within the Braddock Metro area as more appropriate for office and retail uses. The Plan further indicated that the amount of successful office and retail space, which can be supported by the neighborhood, is limited. As a result of these findings, staff believes that the mixture of uses proposed is suitable. Similarly, future flexibility in the mixture of uses provides an opportunity to obtain additional commercial and retail uses, if desired.

J. Fiscal Impact

The reports titled "Fiscal Impact of the Proposed Braddock Gateway Project on the City of Alexandria, Virginia (October 2007)" and "The Impact of the Proposed Braddock Gateway Project on the City of Alexandria Economy (February 2008)" have been reviewed.

The studies use a generally reasonable and recognized fiscal impact and Regional Input-Output Model (RIMSII) analysis methodologies.

The studies were conducted by Dr. Stephen Fuller (George Mason University Center for Regional Analysis) and Dr. Dean Bellas (Urban Analytics, Inc.) whose experience and expert, professional knowledge in the area of fiscal analysis of economic development are recognized in the Washington, D.C. region.

- As fiscal impact methodology is as much of an art, as well as a science, studies of this type need to take many subjectively determined variables (such as estimated student generation, expenditure impacts, etc.) and input them into a quantitative model to develop an estimated fiscal impact.
- The proposed Braddock Gateway project "Current Program" is projected in this report at full build out and occupancy to generate \$5.1 million in annual taxes, generate \$3.3 million in added public service costs, creating a net fiscal benefit to the City of \$1.8 million annually. Under the proposed Braddock Gateway "Maximum Program" at full build out and occupancy it is projected in this report that the project would generate \$5.3 million in taxes, generate \$3.1 million in added public service costs, creating a \$2.2 million net fiscal benefit to the City

- annually. This excludes the secondary economic impact that occurs during and after the construction process.
- The conclusions in this report that development of this type will produce positive net tax revenues for the City are consistent with the City's experience, and the results of other similar prior studies.
 - Given the report's methodology and its inherent need to make assumptions, the fiscal conclusions should be viewed as ones not having specific preciseness but as representing "order of magnitude" conclusions.
 - The report (page 20) could be misinterpreted as stating that the expenditure allocations between the residential and commercial sectors came from City departments would be an incorrect conclusion. While the expenditures by function did come from City financial reports, the allocation is solely the authors' professional judgment. However, on a macro-basis there does not appear to be an allocation that is counter intuitive.
 - The expenditure allocation does not include debt service or capital allocations whose absence tends to understate the expenditure impact of this proposed development. However, this is countered by the use of an incremental per capita expenditure assumption which likely somewhat overstates expenditure impacts.
 - The revenue allocations appear to be high in three categories.
 - a. The average values of the apartments and condominiums are assumed to be \$616,319 per unit. This is significantly higher than similar (but older) units in the Braddock Road neighborhood. This is a key variable since real estate taxes represent 68% of all revenues estimated to be generated by each residential unit. If the average unit was projected at \$500,000 in value instead of \$616,319, then the real estate tax generated would drop by \$948 from \$5,023 per unit to \$4,075 per unit.
 - b. Sales tax generation of \$247 annually per household unit appears high. Given that the City receives just 1% of the sales tax revenues, this means each unit would be spending \$24,700 in taxable purchases in the City each year or \$475 per week in taxable purchases. This is unlikely, particularly given the fact that City residents tend to spend a portion of their taxable sales spending in regional shopping malls outside of the City, and a large number work outside the City's boundaries. Because this is a relatively small impact on the analysis, a simplifying assumption would be that about 50% of this amount would be spent in the City.

- c. The study assumes that intergovernmental revenues are generated on a per capita/per household basis. This assumption added \$1,063 per unit in average revenues (or 14% of the revenue total). Intergovernmental revenues (mostly health, mental health and social service revenues) are rarely granted to a locality based on population. As a result, this project would not generate measurable new intergovernmental revenues. This is the most significant flaw in the analysis of revenues.
- The expenditure impact allocations appear to be overstated in one category, that of “Health + Welfare.” The per household allocation of \$1,199 appears significantly higher than what is likely to be the case. While most of the other expenditure categories represent City services (such as public safety, parks, etc.) that all residents use, health and welfare benefits are provided primarily to low-income residents. Since the Braddock Gateway project skews to the luxury or upper end of the multi-family housing scale, it is not likely to house many low-income residents. As a result reducing the \$1,199 by 75% (or \$899) to \$300 would be a reasonable adjustment.
 - If one assumed average apartment and condominium values from \$616,319 to \$500,000, the real estate tax generated would drop by about \$948. If one dropped the intergovernmental revenues (\$1,064), and reduced the sales tax generated by 50% (-\$124), but also decreased “health and welfare” expenditures by \$899, then the net fiscal impact drops by \$1,237 per unit. For the “Current Building Program” with these changes, the margin drops from a net positive fiscal impact of \$1,451 to \$214 per unit. This set of changes would cut the net “revenue surplus” by 44%, thereby changing the bottom line from a \$1.8 million annual net revenue surplus to a \$1.0 million annual net surplus.
 - Under the maximum building program (using the methodology described in #11 above), the net fiscal impact for apartments and condominiums also drops by \$1,237 per unit. There are 172 less residential units so the net tax change is \$0.2 million less than the current program. However, the net fiscal impact of a 175 room hotel was understated in that sales and transient lodging taxes were understated by \$0.4 million. As a result of these two adjustments under the maximum development program, the City revenue gain of \$2.2 million is likely understated in that the net revenue gain is likely to be \$2.4 million.
 - The Construction and Post-Construction Impact economic impact estimates are generally not as relevant since they are one-time, or dispersed in the region. The regional nature of the impacts (both costs and benefits) is too dispersed among the whole D. C. metropolitan area to ascribe specifically to Alexandria, or to specific

regional neighbors. While the economic impact is positive, it is likely that the impact will be dispersed in the region (of which Alexandria is a small part), and as a result the estimated impact of this project of an added 5% to the value of the City’s total Citywide economic output is substantially overstated.

K. Parking

The Braddock Gateway project, as currently proposed, is required under existing zoning, to provide approximately 1,300 spaces to accommodate residential, retail, work-live, and office uses. The applicant proposes to provide approximately 60 surface parking spaces and approximately 1,258 spaces in three underground garages, to be constructed with Landbays I, II, and III. Two of the three garages proposed consist of three parking levels, while the third garage, located on the northern portion of the site, consists of two levels of below-grade parking. While it is possible that the types and percentages of uses currently proposed may be adjusted with future development special use permit applications, the applicant shall be required to satisfy minimum parking requirements with each Landbay.

While the current proposal requires approximately 1,300 spaces under existing zoning, the Braddock Plan recommends several parking management strategies, including the reduction of minimum parking requirements due to the close proximity to the Braddock Metrorail Station.

Minimizing the amount of parking in a project has been identified as one effective means of helping to reduce traffic. Staff believes that to facilitate this proposal to be a transit-oriented development, the proposal must make parking less convenient and thereby encourage transit through a strong transportation management plan. A balance must be achieved between reducing the parking to a point that the market for the use becomes unfeasible and providing an excess in parking which overloads the vehicle circulation system, thus rendering the area undesirable from a market perspective.

Table 4 presents the City’s estimates of the parking required under current code and that proposed by the Braddock Plan.

Table 4: Existing Parking Requirements versus Proposed Plan Requirements

Existing Parking Requirements for Multi-Family Uses		Braddock Metro Neighborhood Plan	
Multi-Family:		Multi-Family:	
1-Bdr	1.30 spaces/unit	Up to 3-Bdr Unit	1.0 spaces/unit + 15% visitor
2-Bdr	1.75 spaces/unit	3-Bdr or More	1.5 spaces/unit + 15% visitor
3-Bdr	2.20 spaces/unit		
Office:	1 space/600 SF	Office:	1.67 spaces /1,000 SF
Retail:	1 st Floor: 1 space/220 SF	Retail:	Initial 1,200 SF is exempt

MPA#2007-0002
 CDD #2007-0002
 REZ #2007-0005
 TMP #2007-0079
 THE GATEWAY

	Other: 1 space/320 SF		3 spaces/1,000 SF after
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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 minimum of 1.15 spaces per unit for residential uses. Studies conducted in conjunction with the Braddock Plan indicate that lowering the amount of parking provided near Metro stations is one of the most effective tools in promoting transit ridership and thereby reducing the traffic impacts of development. Other jurisdictions have successfully provided less residential parking at Metro stations, in combination with other strategies to promote transit usage.

A recurring theme in the above discussion on parking is the importance of a parking management plan for the project. The plan will establish the management and allocation of parking for the condominiums, apartments, office workers, visitors, retail employees and retail patrons, ensuring that some parking is kept available for visitors to the site. The parking management plan will also address market pricing, preferential parking for carpools, 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 to assure that they are not utilized by long-term parkers.

Overall, the approach is to provide disincentives for the use of the single-occupancy vehicles while making transit and other options as inexpensive and convenient as possible. Given this structure, it is appropriate that the Braddock Gateway project TMP includes these elements.

L. Transportation Management Plan

The Braddock Metro Neighborhood Plan has proposed the establishment of a district-wide Transportation Management Association to coordinate and advertise transit alternatives throughout the district, such as car-sharing, ride-sharing, mass transit, walking, and bicycling. As this association has not yet been formed, the applicant is required by Section 11-700 of the Zoning Ordinance to request a transportation management special use permit. Therefore, the applicant has submitted a transportation management plan, which outlines activities to increase transit use and reduce single-occupancy vehicle use. As proposed, the applicant’s TMP had an overall goal of reducing single-occupancy vehicles (SOV) by 35% during peak hours.

However, given the close proximity to the metro and proposed high density, staff is recommending the actual goal for SOV usage be reduced by 50%. In order to attain this goal staff is recommending such strategies as:

- Participation in an overall Braddock Neighborhood Transportation Association, once established;
- Monetary contributions of \$200 per residential unit, \$0.50 per sq. ft. of retail and \$0.22 per sq. ft. of office space;
- At least two parking space per garage will be reserved for carshare vehicles;
- Convenient access to discounted bus and rail fare media; and
- And only one parking space per unit may be sold as part of the sales price of each unit.

M. Traffic

With the changing character of the Braddock neighborhood, new development is imminent and many conceptual projects are currently underway. To understand the collective impact that the conceptual development projects may have upon the transportation infrastructure of the Braddock neighborhood, a traffic impact study was conducted as a component of the forthcoming Braddock Metro Neighborhood Plan. The applicant agreed to participate in this cooperative study.

The traffic impact study evaluated the existing transportation conditions, the traffic impacts on the Braddock neighborhood under three development scenarios, and identified mitigation techniques to improve connectivity and reduce identified impacts. The study determined that all existing signalized intersections in the neighborhood currently operate at a level of service “C” or better during both the morning and evening peak hours. Beyond vehicular capacity, the study identified the capacity of alternative transportation modes, such as bicycles and public transit. Due to the close proximity of the neighborhood to the Braddock Road Metro Station, the area is well served by public transit, both in terms of frequency and destinations. While the study indicated that the pedestrian environment requires improvement, it also documented that shared bicycle facilities are currently available along many of the roadways in the neighborhood. Overall, the traffic impact study indicated that current transportation conditions are sufficient to accommodate existing demands.

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 trip generation analysis, 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 a fewer 46 and 55 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 #5 below for key area intersections which includes a new signal at Route 1 and Fayette Street, 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 5: Level of Service for Key Braddock Gateway Intersections

Intersection	Existing Conditions		Future conditions 2015 – Braddock Plan Developments	
	Level of Service			
	AM	PM	AM	PM
Route 1 and First Street	B	A	B	A
Route 1 and Fayette Street	Stop control		B	B

N. Stormwater Management Requirement:

The existing storm water collection system in the immediate vicinity of the proposed development site in the Braddock-West watershed area is known to have insufficient capacity resulting in a rainfall-induced flooding condition that is of utmost concern to the community. The Zoning Ordinance Article XI and XIII address these concerns for providing a stormwater master drainage study with adequate outfall analysis and detention such as not to release storm water at a higher rate than the pre-development from the site. In order to meet these regulatory requirements, the staff has conditioned the development to complete a master drainage study and a storm water adequate outfall analysis to the satisfaction of the Director of T&ES to demonstrate the availability of a non-erosive stormwater outfall. The applicant shall also prepare a storm water management master plan so that from the development 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. Since the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. This master drainage study and stormwater management plans must be submitted and approved by the Director of T&ES prior to the release of the first DSUP plan associated with this site.

V. COMMUNITY

Extensive community outreach was conducted during the Braddock Metro Neighborhood planning process. The applicant participated in the planning process, working with both the staff and the community to incorporate elements such as open space, transitions in building height, pedestrian connectivity, and neighborhood serving retail. During the planning process, the mass, scale, and height of the proposed development were discussed at length, with some adjoining neighbors expressing concern over the proposed height.

In addition to participation in the Braddock Metro Neighborhood planning process, the applicant and staff also met with Inner City, Colecroft, Northeast, and the general community. The applicant also opened an informational office on the site to enable citizens to examine the development model, perspective views of the project, and meet with the development team. The applicant worked to incorporate the suggestions of the community, specifically with regard to the open space provided on the site. During the conceptual development of the plan, many residents voiced the desire to see substantial open space in the northern gateway. In response, the applicant has proposed a 2/3 acre park and has requested assistance from residents in park design.

VI: CONCLUSION

Staff recommends **approval** of the CDD Concept Plan, the rezoning, the master plan amendment and the transportation management plan subject to the proposed staff conditions.

STAFF: Faroll Hamer, Planning Director;
Mildrilyn Davis, Housing Director;
Jeffrey Farnier, P&Z, Development Division Chief;
Patti Haefeli, Principal Planner; and
Jessica Ryan, Urban Planner.

VII: STAFF RECOMMENDATIONS

A. GENERAL:

1. Any preliminary development plan(s) for the CDD, filed or pursued under § 5-605 of the Zoning Ordinance, shall be consistent with, and shall meet all requirements which are part of the Concept Plan and all applicable provisions of the City's Braddock Metro Neighborhood Master Plan. (P&Z)
2. Notwithstanding any contrary provisions in the Zoning Ordinance, the Braddock Gateway CDD Concept Plan (CDD# 15 - hereby referred to as the Concept Plan), shall remain valid until December 31, 2027. (P&Z)
3. Each Landbay within the Concept Plan (*Landbay I, Landbay II, Landbay III, Landbay IV, and Landbay V*) and all other applicable approvals to redevelop or develop any of the landbays pursuant to the approved Concept Plan shall obtain approval of a subsequent development special use permit. The central park-open space shall require approval of a separate Landbay (Landbay VI) and shall require approval of a development special use permit. (P&Z)

B. STREETS-INFRASTRUCTURE:

4. The first preliminary development special use permit that is filed for the CDD shall be accompanied by a CDD Phasing Plan, which shall be updated and amended to the extent necessary with each subsequent preliminary development plan for each of the landbay(s). A preliminary development plan shall not be approved unless the Director of P&Z and the Director of T&ES have approved the CDD Phasing Plan which accompanies the development special use plan application(s). (P&Z)
5. The applicant shall be responsible for dedicating all necessary right-of-way and or public access easement(s) as required herein. Where a public access easement is provided, the easement(s) shall be a perpetual public access easement for vehicles and pedestrians, excluding the central open space which shall be a perpetual public open space easement. Construction of the infrastructure and open space improvements required herein shall be completed in accordance with the dates or events required herein unless a amendment to the CDD Phasing Plan is approved by City Council in conjunction with the approval of a preliminary development plan for the CDD. (P&Z)

Streets

a. *Building(s)–Landbays* ----- The first landbay – building(s) to be constructed shall be Landbays I & VI, followed by Landbay II, Landbay III, Landbay IV and finally Landbay V. An amendment to the phasing of the landbays shall require approval of an amendment to the CDD Phasing Plan. (P&Z)

b. *Fayette Street Extension* ----- Within sixty (60) days of the approval of the CDD Concept Plan by City Council, the applicant shall submit a plat of dedication for all necessary street, pedestrian and right-of-way dedication for the portion of Fayette Street proposed within the Concept Plan. All necessary right-of-way dedication plats and applicable documents shall be reviewed and approved by the City prior to the approval of any Preliminary Plan of the landbay(s) and/or building(s). If construction does not commence within thirty-six (36) months of approval of the Concept Plan, the applicant shall install all pedestrian improvements depicted on the western portion of Fayette Street, which shall consist of the sidewalks, street trees and street lights as depicted on the approved Concept Plan. (P&Z)

c. *Payne Street Extension* ----- The construction and all necessary easement(s) and/or dedication of Payne Street to the west of Landbay I, and Landbay II and the entire perimeter of the road surrounding the central park-open. (including only the curb and gutter on the north side of the road surrounding the central park) shall be constructed and operational prior to the first certificate of occupancy permit for the first landbay (*Landbay I*) and/or building(s). The construction of the street(s) shall consist of all necessary street trees, street lights, sidewalks and pedestrian improvements for the construction of the

streets and other requirements as deemed necessary by the Directors of P&Z and T&ES as part of the initial preliminary development special use permit. (P&Z)

- d. *New Park Streets* ----- The construction of the streets other than Fayette Street and Payne as required herein which are the streets located within Landbay III and Landbay IV - shall be constructed including all necessary easements and/or dedication prior to a certificate of occupancy permit for any building(s) within Landbay III and/or Landbay IV. (P&Z)

The following table sets forth the dimensions and elements for all streets and minimum sidewalks within the Concept Plan. All streets in the Concept Plan as required herein shall be publicly dedicated streets/sidewalks or publicly accessible streets/sidewalks through the provision of a public access easement(s), and shall be consistent with the Braddock Metro Neighborhood Plan. The following table sets forth the minimum right-of-way and/or public access easement(s).

Street Right of Way – Public Access Easement(s)			
	Street/Location	ROW Width/ Public Access Easement Width	Dedicated ROW, Private Road or Public Access Easement
Landbay I	North Payne Street shall be extended to intersect with the new northern most section of the park road.	Road width varies from 26' to 38'	Public Access Easement
	North Fayette Street shall be extended to intersect with the new northern most section of the park road.	New ROW width 66' Road width varies from 35' to 43'	Combined Dedicated Public ROW and Public Access Easement
	2 new park roads intersecting N. Payne and N. Fayette on the north and south boundaries of the new park	Road width varies from 18' to 26'	Public Access Easement
	8' Wide Trail	8' wide	Public Access Easement
	Sidewalks (except on the northern park street)	14' to 20' wide	Public Access Easement

Landbay III	North Payne Street and North Fayette Street	Road width varies from 18' to 24'	Public Access Easement
	8' Wide Trail	8' wide	Public Access Easement
	Sidewalks	14' to 20' wide	Public Access Easement
Landbay IV	22' EVE	22' wide	Public Access Easement
	8' Wide Trail	8' wide	
	Sidewalks	14' wide	Public Access Easement

Open Space /Pedestrian:

- a. *Central Open Space* ----- A preliminary development plan for the construction of the central open space – park shall be submitted with the first landbay. The central open space shall be a passive open-space park with a series of spaces that will provide outdoor rooms for recreation. The park design will receive public input from the local residents, be coordinated with City staff and contain interpretative elements recalling the history of the site. The primary purpose of this open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a monument or statue. The park shall be a minimum size of 29,900 +/- sq.ft. with a minimum width of 105 +/- feet and a minimum length of 285 +/- feet. Construction shall occur in conjunction with the development of Landbay-I and shall be completed prior to the certificate of occupancy for Landbay-I. The central open space shall be fully accessible to the general public through the provision of a public access easement. The applicant shall be responsible for all maintenance associated with the central open space. A structure such as a

pavilion-trellis may be permitted-required within the space if approved by the City as part of the development special use permit. This space shall be designed as an area suitable to accommodate informal community gatherings and events. As one of the principal open space-parks of the Braddock neighborhood the open space shall be created with the highest quality materials, paving, design and amenities. (P&Z) (RP&CA)

- b. *Gateway Open Space* ----- In the event the property currently owned by Potomac Yard Development, LLC (TM 44.03-08-01) is acquired by the City and/or the applicant and/or an open space-landscaping easement is provided for the property, the applicant shall be responsible for providing landscaping and trees for the site. The applicant shall be responsible for preparing a landscape plan for approval as part of Landbay IV. The landscaping and associated improvements shall be completed prior to the issuance of a certificate of occupancy permit for Landbay IV. The applicant shall be responsible for all maintenance of landscaping. (P&Z) (RP&CA)
- c. *Powhatan Park* ----- The applicant shall provide a monetary contribution for improvements/maintenance to Powhatan Park, pursuant to the Braddock Metro Neighborhood Plan, which shall be paid prior to the issuance of the first certificate of occupancy permit for the first Landbay(s) and/or building(s). The City shall be responsible for the design and installation of the improvements/maintenance which may include fencing, lighting, sidewalks and streetscape improvements adjacent to the

park on Route 1, landscaping and signage which shall be designed in consultation with the adjoining community. (P&Z) (RP&CA)

- d. *Building Courtyards* ----- The internal courtyards adjacent to each building(s) shall be designed to function as high-quality usable open space for the residents. The internal courtyard shall include enlarged and more detailed plan(s) of each courtyard, which may include such features and elements as seating, trash receptacles, pedestrian scale lighting, alcoves and trellis, varied and high quality paving materials, landscaping plan including deciduous, evergreen, and flowering plant materials, with irrigation systems. (P&Z) (RP&CA)

- e. *Sidewalks* ----- Sidewalks along Fayette Street shall be a minimum of 20' wide (16' unobstructed) with 4' X 10' tree wells. All other sidewalks shall be a minimum of 14' wide (10' feet unobstructed) with 4' X 10' tree wells. (Excludes trailways and other paths.) (P&Z)

Off-Site Improvements:

- a. *Intersection of Route 1 and North Fayette Street* ----- The applicant shall install a traffic signal at the intersection of Route 1 and North Fayette Street to include matte finish black poles, mast arms, pedestrian countdown heads, accessible pedestrian push buttons, traffic signal heads, and controllers, etc. The signal and associated improvements of the intersection of Fayette Street and Route 1 shall be constructed and operational prior to the first certificate of occupancy permit for the first Landbay(s) and/or building(s). (T&ES)

- b. *Improvements along Route 1* ---- The applicant shall install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' along Route 1. These conduits shall terminate in an underground junction boxes at the signals located at Fayette Street and First Street prior to the first certificate of occupancy permit for the first landbay(s) and/or building. (T&ES)

- c. *Intersection of Route 1 and First Street* ----- The applicant shall provide a prorated contribution for design and construction of signal modification, pedestrian improvements and geometric improvement at the intersection of Route 1 and First Street. Signal improvements on north side of the intersection shall include countdown pedestrian signal heads, accessible pedestrian push buttons, traffic signal heads, mast arms, poles etc. The applicant shall provide prorated share for design and construction of signal modification, widening median opening, accessible ramps and crosswalk markings. (T&ES)

- d. *Braddock Metro Neighborhood Streetscape Improvement Fund*-- The applicant shall provide a monetary contribution to the *Braddock Metro Neighborhood Streetscape Fund* for pedestrian and streetscape improvements as required within the Braddock Metro Neighborhood Plan. The monetary contribution shall be evenly apportioned to the square footage with each Landbay. The monetary contribution apportioned to each Landbay-building(s) shall be made prior to the release of the first certificate of occupancy for each landbay-building. (P&Z)

- e. *Braddock Metro Neighborhood*

Open Space Fund ----- The applicant shall provide a monetary contribution to the *Braddock Metro Neighborhood Open Space Fund* for open space acquisition and improvements as required within the Braddock Metro Neighborhood Plan. The monetary contribution shall be evenly apportioned to the square footage with each Landbay. The monetary contribution apportioned to each Landbay and/or building(s) shall be shall be made prior to the release of the first certificate of occupancy for each Landbay and/or building. (P&Z)

C. USES:

6. The allowable gross square footage, uses and heights shall be governed by the following table, which shall also be reflected in the approved Concept Plan and CDD zoning table.

LANDBAY	RETAIL	OFFICE	RESIDENTIAL	LIVE WORK	TOTAL	Min. Height	Max. Height +/-
I	5,000 sf ±		160,000 sf ±	2,000 ±	167,000 sf ±	30	40'-145'
II	10,000 sf ±		280,000 sf ±		290,000 sf ±	30	68'-150'
III			220,000 sf ±		220,000 sf ±	30	40'-130'
IV			116,000 sf±		116,000 sf +	30	86'-105'
V		70,000 sf ±			70,000 sf ±	30	82'
VI	NA	NA	NA	NA	NA	NA	NA

* Hotel use is flexible and not tied to a specific Landbay. The office use is flexible, but at a minimum is tied to Landbay 5. Square footage of residential development will be adjusted accordingly with each DSUP submission.

7. The uses within the CDD shall consist of a mix of uses with the CDD that shall consist of residential, office, hotel and ground floor retail and public open space. The CDD shall be limited to a maximum net floor area of 770,000 sq.ft. for all of the Landbays. To achieve a mix of uses within each Landbay and within the CDD Concept Plan area, the applicant may be permitted to substitute hotel, residential or office uses within each Landbay with the approval of each development special use permit for each Landbay(s) and/or buildings and shall be subject to the following:

- a. The substitution of uses shall maintain a mix of uses that shall be a minimum of 10 % commercial office and/or hotel use and a maximum of 40% commercial office and/or hotel use and a minimum of 60% residential uses and a maximum of 90 % residential uses. The substitutions shall also maintain an appropriate mix of uses within the Concept Plan but also an appropriate mix of uses within each portion of the Concept Plan.
 - b. The minimum ground floor retail uses and live-work uses required within each Landbay as required by the CDD table shall not be permitted to decrease below 5%, although the maximum amount of ground retail may be increased to an amount not to exceed 10 % of the total square footage.
 - c. Any substitution of the uses/square footage permitted within the CDD Concept Plan area shall occur on a one for one basis for all of the uses.
 - d. The proposed substitutions of uses are consistent with the intent of the CDD to create a mixed-use, pedestrian-oriented transit-oriented development.
 - e. A traffic and parking study shall be provided for any proposed substitutions which shall address the proposed substitution(s) and each substitution shall be responsible for addressing any impacts or changes as part of each development special use permit review(s) (P&Z)
8. A full-service restaurant with outdoor seating may be approved administratively within areas approved for ground floor retail uses 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)
9. The ground floor retail tenant spaces, as depicted within the CDD Concept Plan table and the CDD Concept Plan shall be solely utilized by retail uses including: a store engaged in the sale of goods for personal service 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, coffee shops, hardware stores, toy stores 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 15-20 ft. (P&Z)
10. In the building(s) with required ground floor retail, exhaust vent shafts shall be located within the retail space to accommodate ground floor restaurant uses. (P&Z)
11. For the purpose of these concept conditions, “live/work” is defined to include an area of the primary residence that is an ancillary use for working professionals and artisans. The ancillary use may not exceed the total square footage of the unit by 50%. The uses shall not be detrimental to the character and livability of the surrounding neighborhood and the viability of the dwelling unit is maintained. The units may not be used for repair or assembly or manufacturing of items that would require use of hazardous materials or generate noise greater than a 50dba. The exterior of the units must remain residential in appearance and character. Any commercial deliveries to the unit shall occur between the hours of 8am to 5pm. (P&Z)
12. The existing warehouse and office building(s) presently located within the CDD Concept Plan are acknowledged and shall be treated as existing buildings and shall be subject to the existing underlying OCM-50 zoning or CRMU-H as applicable, except that commercial parking and/or vehicle storage on any of the Landbays, exclusive of Landbay IV, National Car Rental System, Inc., as permitted pursuant to special use permit (SUP#00-0039) shall be prohibited. Other use(s) that prohibit or impede the implementation of the CDD Concept Plan shall be prohibited. The existing

commercial parking and storage shall cease operation prior to the commencement of construction. In addition to the preliminary development plan approval that is required for every building constructed within the CDD pursuant to an approved concept plan, any use locating within the existing building(s), which is a “special use” under the zoning regulations in effect at the time of this concept plan approval shall obtain a separate special use permit, pursuant to § 11-500 of the Zoning Ordinance. (P&Z)

D. SITE PLAN:

13. The applicant shall locate all proposed and existing above grade utility lines for each Landbay(s) within the Concept Plan below grade with the development and/or redevelopment of each Landbay(s). In addition, the applicant shall be responsible for locating the utility lines at Fayette Street and Route 1 below grade prior to the first certificate of occupancy of Landbay I. The cost of undergrounding the utilities at Fayette Street and Route One shall offset the applicant’s contribution to the Braddock Metro Neighborhood Plan Implementation Fund referenced above. The cost of locating the utility lines below grade shall be the sole responsibility of the applicant and/or its successors. All proposed and existing above-grade utility lines shall be located below grade prior to the certificate of occupancy permit for each building or structure. (P&Z)
14. The names of each public street dedicated for public use or a street with a public access easement within the Concept Plan shall require subsequent approval by the Planning Commission. (P&Z)
15. The applicant shall provide more fire hydrants with a closer spacing than the 100’. (Code)
16. The applicant shall place all new electrical transformers in locations as generally indicated on the revised Exhibit dated the February 15, 2008 from Rust Orling and screened to the satisfaction of the Director of P&Z or in underground in vaults which shall comply with all applicable Virginia Power standards. Ventilation grates may not be located within sidewalks or within public right-of-way-public access easement between the street curb and any building. The final location of the vaults shall be approved as part of the review of the final site plan for each building-landbay. (P&Z)
17. The applicant shall investigate the feasibility of providing at no charge, a conference room to community and non-profit organizations located in the Braddock Metro neighborhood area and Alexandria City government agencies at least 24 times per year during the hours of 8:00 a.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays on a space-available basis. (P&Z)

18. A freestanding subdivision or development sign for any of the landbay(s) and or building(s) shall be prohibited. (P&Z)
19. Due to the close proximity of the site to the Metrorail and CSX tracks the following conditions shall be included in the development requirements:
 - a. Applicant shall prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. The noise study shall be submitted and approved prior to final site plan approval for each building. (T&ES)(P&Z)
20. Landscape plan(s) will be provided with each future submission for each block/development site and at a minimum, include the following:
 - a. Landscape plan will be provided, designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.
 - b. Landscape plan shall be provided in accordance with Landscape Guidelines for the City of Alexandria, Virginia and shall include:
 - i. Reference Standards and Specifications/Notes
 - ii. Protection and Preservation of Existing Vegetation
 - iii. Specification and Location of All Plant Material
 - iv. Street Trees and Plantings in Parking Areas
 - v. Crown Coverage Calculations
 - vi. Bioretention Plantings
 - vii. Maintenance Standards and Requirements
 - c. Landscape plan shall comply with the most current and up to date edition of the Braddock Metro Neighborhood Plan and Design Guidelines for Braddock as produced by the City of Alexandria, Virginia.
 - d. Landscape plan shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.

- e. Specification and Grading of all plant material shall be in accordance with The American Standard for Nursery Stock (ANSI Z60.1)-latest and most current edition as produced by the American Association of Nurserymen; Washington, DC.
 - f. In the absence of more strenuous specifications, plantings shall be installed in accordance with Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
 - g. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas, street lights and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings.
 - h. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings.
 - i. All planted areas, with exception of roof areas, shall have fully external on-site building access for maintenance equipment, personnel and associated materials.
 - j. All plantings associated with surface parking areas for development sites and those associated with the Braddock Metro Station shall comply with Landscape Guidelines for the City of Alexandria, Virginia.
 - k. All planted areas shall be served by an irrigation and water management system that is designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.
 - l. Irrigation and water management plans shall be prepared and sealed by an Irrigation Designer who is class certified for work of this complexity and licensed to practice in the Commonwealth of Virginia.
 - m. Every effort to retain existing trees and vegetation shall be made dependent upon development site and specific site conditions. Preservation methods and/or removal of all existing trees and vegetation shall be performed with prior approval by the City Arborist, and in accordance with Landscape Guidelines for the City of Alexandria, Virginia. (P&Z)(RP&CA)
21. The landscape plan requires substantial enhancement including additional plantings and a greater mix of shade, evergreen and ornamental trees, shrubs, groundcovers, perennial and seasonal plantings. Provide a landscape plan that complies with City of Alexandria Landscape Guidelines as amended April, 2007 including:

- a. Required planting notes on drawings.
- b. Crown area coverage calculations including plantings above structure
- c. Depth of soil for street trees in tree wells.
- d. Demonstration of an overall site strategy for plantings including phasing of construction associated with above and below grade conditions.
- e. All utilities.
- f. Distances between street trees.
- g. Existing vegetation to be removed, including location, size, and species of all trees 6" or greater.
- h. Provide landscape plan at a scale coordinated with site plan.

22. The following changes are required on the landscape plan:

- a. Street trees shall be sized in compliance with Shade Tree Type II as depicted in City of Alexandria Landscape Guidelines.
- b. Provide height specification for street trees, shade trees, ornamental trees and evergreen trees.
- c. Provide height specification for ornamental trees.
- d. Provide multi-trunk or single specification for ornamental trees.
- e. Provide planting details for tree wells.
- f. Provide planting details for staking trees above structure. Staked systems are not recommended.
- g. All grass areas shall be sodded.
- h. All grassed EVE areas shall be sodded and irrigated using an automated system.
- i. Above grade planters are not permitted for street trees and in open space areas.

23. Vents for the parking garages shall not be located in the central open space and to the greatest extent possible the remainder of the open space. Actual locations for the garage vents shall be determined with each phase of the development for each landbay and will be a part of each DSUP submission. Any vent located in the open space shall not be counted as open space and shall be discretely located and screened appropriately. (P&Z)(RP&CA)

E. BUILDING:

24. Each proposed building(s) for each Landbay(s) shall be in conformance with the exterior elevations for each of the facades as submitted with the CDD Concept Plans sealed and or dated September 28, 2007. Any changes or revisions to the architectural elevations and/or massing other than the changes required herein shall

require an amendment to the CDD Concept Plan, which shall require subsequent approval by the Planning Commission and City Council. In addition each building(s) shall at a minimum be subject to the following to the satisfaction of the Director of P&Z.

- a. The materials as represented on the elevations shall be entirely metal or masonry. Masonry materials shall be limited to brick, precast, stone. These materials will be used for each elevation including lintels and sills to the satisfaction of the Director of P&Z.
 - b. Each building face along Fayette Street shall provide a building shoulder that will step down from the main portion of the building. The building shoulders shall have a varied width ranging from a 7' minimum. The height of the shoulders will be in accordance with the Attachment 1, dated February 15, 2008.
 - c. Each subsequent submission shall include color elevations of the appropriate building. The elevations shall indicate building materials and colors and conform to the Braddock Metro Neighborhood Plan and the design guidelines submitted with the Concept Plan.
 - d. There shall be no visible wall penetrations or louvers for HVAC equipment, to the greatest extent possible. No wall penetrations shall be allowed for kitchen vents lower than ten feet above ground. Kitchen vents above ten feet shall be integrated into the design of the façade of the building, and painted to match the exterior of the building so that they are visually minimized from the public right-of-way. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of Planning and Zoning. (P&Z)
25. The applicant shall hire a LEED accredited professional as a member of the design and construction team. The accredited professional shall work with the team to incorporate sustainable design elements and innovative technologies into the project; specifically, the applicant shall provide a green vegetated roof on those portions of all of the building(s) not occupied by mechanical, service and associated areas to the greatest extent possible. The consultant shall also work with the team to incorporate sustainable design elements and innovative technologies into the project and achieve 26 points towards LEED-NC certification under the U.S. Green Building Council's System. 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. The applicant shall be responsible for compliance with the green building requirements herein. Each successive building(s) and/or Landbay shall be evaluated based on the applicable green and sustainable standard for each building(s) and/or Landbay. (P&Z) (T&ES)

F. PARKING:

26. The applicant shall prepare a parking management plan with each development special use permit to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
- a. Each building/Landbay shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
 - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
 - c. Single occupancy vehicle (SOV) parking at fair market rates.
 - d. Reserved, conveniently located, and free vanpool parking space.
 - e. Reserved, conveniently located, and discounted carpool parking spaces.
 - f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.
 - g. Parking rates for the parking within the underground parking garages shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
 - h. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users.
 - i. Spaces defined as “short-term” parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage.
 - j. As part of the development special use permit the possibility of shared parking will be explored as part of each use and building to determine if the underground garage could be accessible at market rates for other users within the Braddock area.
 - k. Provide a plan that acknowledges the mixture of proposed uses on the overall site and explores the potential for shared parking spaces for those uses.
 - l. The applicant will park the proposed uses at the parking ratios required in the Braddock Metro Neighborhood Plan.
 - m. In locations where underground garages are proposed, indicate the location and design of ventilation shafts, egress stairs, and dumpster/service areas. (P&Z)

G. TRANSIT INCENTIVES:

27. The applicant or successors shall create a transportation 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 \$200 for each residential unit, \$0.25 per net square foot of retail and \$0.11 per net square foot of office. The amount shall increase annually in an amount equal to the CPI Index to be used exclusively for the transportation activities listed below. If requested by the Directors of T&ES and P&Z, the applicant shall contribute the required transportation management plan monetary contribution to a neighborhood Braddock Metro transportation fund or City transportation management plan. If the monetary contribution is not provided to a Braddock Area or City 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 to 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 residents, employees and/or the Office of Transit Services and Programs. A shuttle service may be permitted if approved by the Director's of T&ES and P&Z. The availability of this fare media shall be prominently advertised.
- b. A shuttle service may be permitted if approved by the Director's of T&ES and P&Z.
- c. 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.
- d. 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 COA/HOA fees. At a minimum at least two (2) parking spaces per parking garage and vehicles 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 has 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. [Note: Participation fees involve registration and annual membership fees.]

- e. The first payment to the fund shall be made with the issuance of initial residential Certificate of Occupancy permit. 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.
- f. The TMP Association shall prepare annual fund reports detailing the number of units occupied, the rate for each unit, and a disclosure of the expenses financed with the fund. The fund report should include the proper supporting documentation.
- g. The developer and/or the TMP Association shall develop an Annual Work Plan for approval by the Office of Transit Services and Programs (OTS&P). This work plan will be due on January 15th of every year. To fund the ongoing operation and management of the TMP, the TMP Association will assess each owner of property within the development following issuance of each building's certificate of occupancy. (T&ES)
- h. The TMP Association shall conduct an annual survey to document the modes of transportation of its residents/employees. The results of the survey and the raw data shall be submitted to OTS&P on July 15th of every year. In conjunction with the survey, the TMP Association shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on community shuttle service, carpooling, vanpooling, transit ridership and peak hour traffic. The annual report should also include the compliance status of the approved parking management program for the project. An outside independent consultant, approved by T&ES, shall perform the audit and will certify to its findings.
 - i. The initial report shall be submitted 1 year from the time of 60% occupancy of Braddock Gateway, Landbay I.
 - ii. The annual report shall identify, as of the end of the reporting period, the amount of occupied residential units.
- i. The applicant shall participate and cooperate with other developments in the Braddock Neighborhood area in a mutually agreed upon cooperative planning and implementation of transportation activities.
- j. 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.
- k. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.

- l. 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.
- m. 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 reports to the Office of Transit and Programs in the Department of T&ES.
- n. 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.
- o. The TMP Coordinator shall organize activities to 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.
- p. Modifications to approved Transportation Management Plan 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 TMP program.
- q. The City of Alexandria, in conjunction with the TMP Association, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Association, and will be used in developing the Annual Work Plan for the association.
- r. Each of the five phases of the proposed CDD is subject to a re-examination of the approved TMP to ensure that it is up to date with the City's requirements at the time of submission.
- s. Only one parking space per unit may be sold as part of the sales price of each unit. (T&ES, P&Z)

28. If the City establishes a special taxing district for this area the condominium association, and property owners shall be required to participate in the district, so long as the participation is uniformly applied to all owners within the new district.

H. STORMWATER:

29. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall provide a master drainage study and adequate outfall analysis for the entire site that is designed for the ten (10) year storm rain event for the collection system. The applicant must demonstrate overland relief for the 100-year storm event. The total drainage area upstream of the receiving sewer and/or natural water resources that will serve as outfall for the site shall be analyzed. A known flooding problem exists in the Braddock-West watershed area, and the existing storm water collection system in the immediate vicinity of the site is known to have insufficient capacity.

The applicant may evaluate the possibility of diverting the storm water flow to alternate storm sewer outfalls. However, any alternate outfall systems must be analyzed for the entire drainage area including proposed redevelopment within that designated drainage shed, to the satisfaction of the Director of T&ES. It should not be assumed that any or all of the available capacity will be able to be utilized by runoff redirected from other drainage sheds.

If sufficient capacity in the existing storm water collection system is not demonstrated to be available, the applicant shall design and construct off-site storm sewer improvements to discharge to an adequate outfall. This condition applies even if the post development storm water flow from the site is reduced from the pre-development flow. The master drainage study shall be completed to the satisfaction of the Director of T&ES and demonstrate that a non-erosive stormwater outfall is present. This master drainage plan must be submitted and approved prior to the release of the first DSUP plan associated with this site. (T&ES)

30. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. Since the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows of the site that drains within this watershed to meet detention requirements. (T&ES)

I. AFFORDABLE HOUSING:

31. The developer shall make a voluntary contribution of \$5,000,000.00 to the City's Affordable Housing Trust Fund. That amount is calculated as follows: \$2 per gross square foot on the gross square feet of permitted ("by right") residential development up to 1.5 FAR; \$1.50 per gross square foot on the gross square feet of permitted commercial gross floor area, and \$11.89 per square foot for the additional square footage up to 2.5 FAR. This amount exceeds the guidelines of the "Developer Housing Contribution Work Group Report" dated May 2005 and received by the Alexandria City Council on June 14, 2005.
32. The amount of the contribution shall be made in proportional amounts commensurate with the issuance of certificates of occupancy for each phase of development unless the Applicant can make alternative arrangements for an up front payment of the contribution through its construction financing structure. Should this be infeasible, the amount pledged by the developer will maintain its total \$5,000,000.00 present value to the City's Affordable Housing Trust Fund, as described below.
33. Prior to the release of the first certificate of occupancy for the project area, Applicant shall contribute \$1,000,000 to the City's Affordable Housing Trust Fund, with \$1,000,000 million paid as every subsequent development within the CDD area requests certificates of occupancy. At the time of each payment, the \$1,000,000 installment shall be accordingly adjusted so that it is made in constant 2008 dollars. Constant 2008 dollars shall be defined according to the Index known as the "U.S. Bureau of Labor Statistic Consumer Price Index for All Urban Consumers, U.S. City Average, Housing Item." The designated index published next before each payment shall serve as the "base index" and like data published next before each subsequent installment shall serve as the "installment index." Each installment shall be the sum of \$1,000,000 and an amount computed by multiplying the sum of \$1,000,000 by the percent change in the designated CPI index between the "base index" and the applicable "installment index."

J. ARCHAEOLOGY:

34. To comply with Section 11-411 of the Zoning Ordinance, the developer shall hire an archaeological consulting firm to research and write a Documentary Study, conduct an Archaeological Evaluation, and prepare a Resource Management Plan. The Documentary Study and Archaeological Evaluation/Resource Management Plan shall be completed and approved by the City Archaeologist prior to the submittal for preliminary

review of the first Developmental Special Use Plan for any landbay within this project. The applicant shall contact Alexandria Archaeology to obtain a Scope of Work for this investigation. Additional archaeological work shall be required for the landbays, based on the recommendations in the Archaeological Evaluation and Resource Management Plan. If the Fendall Family Cemetery is discovered within the project area, all attempts shall be made to preserve the cemetery in place and have it incorporated into the open space design. If the preservation can not be accomplished, the applicant shall perform an archaeological removal and study pursuant to the Virginia Department of Historic Resource and the City's archaeological requirements. (ARCH)

Findings:

- F-1. The applicant, Jaguar Development, LLC² has submitted various documents related to its application for approval of a concept plan for the Braddock Gateway District. These documents are considered to constitute the applicant's Proposed Concept Plan for this CDD: (1) the plan set entitled "CDD 15 Conceptual Site Plan, The Gateway, City of Alexandria," dated September 27, 2007 hereinafter referred to as the "Concept Plan", all associated applications and plans and (2) the Building Height Exhibit dated February 15, 2008. (P&Z)
- F-2. The term Braddock Gateway Coordinated Development District and/or Braddock Gateway CDD shall refer to the portion of land bound by First Street to the south, 1018, 1020 and 1024 Henry Street and portion of Fayette Street to the east, WMATA, Virginia American Company and N. Payne Street to the west, Potomac Yard CDD to the north.
- F-3. The applicant has acknowledged that the project site has been the location of two LUST records (PC # 2000-3320 & 1989-1447) that have been closed to the satisfaction of VDEQ. The preliminary site plan at a minimum shall contain a note detailing this site history as well as describe the remediation steps and standards mandated by VDEQ to close the LUST cases. A site map showing the approximate location of the former leaking underground storage tank(s) shall also be included.
- F-4. Historical records indicate that a section of this property was part of the Fendall Farm, bought by Philip Fendall in 1786 and utilized for subsistence farming by the Fendalls until the sale of the farm to John Gadsby in 1805. A half-acre parcel

² The term "Jaguar Development, LLC or the applicant includes any successor to the applicant which makes up the Braddock Gateway Coordinated Development District. Thus, obligations imposed on Jaguar Development, LLC by these conditions are also imposed on those to whom Jaguar Development, LLC conveys property within the Coordinated Development District.

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of land on the farm served as the Fendall family cemetery. The graveyard may have been located on this development property, near the terminus of North Payne Street. The 1921 Sanborn insurance map indicates that this property was the site of the Mutual Ice Co. Car Icing Plant. The footprint of the extant square building on the western edge of the development lot roughly corresponds to the footprint of the ice storage facility that appears on the 1921 map. The property therefore has the potential to yield archaeological resources that could provide insight into 18th and 19th-century domestic and agricultural activities and into industrial activities of the early 20th century.

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VIII:ATTACHMENT I:



Figure 22: Proposed Building Heights