

Docket Item #15
DEVELOPMENT SPECIAL USE PERMIT #2008-0008
621 NORTH PAYNE STREET

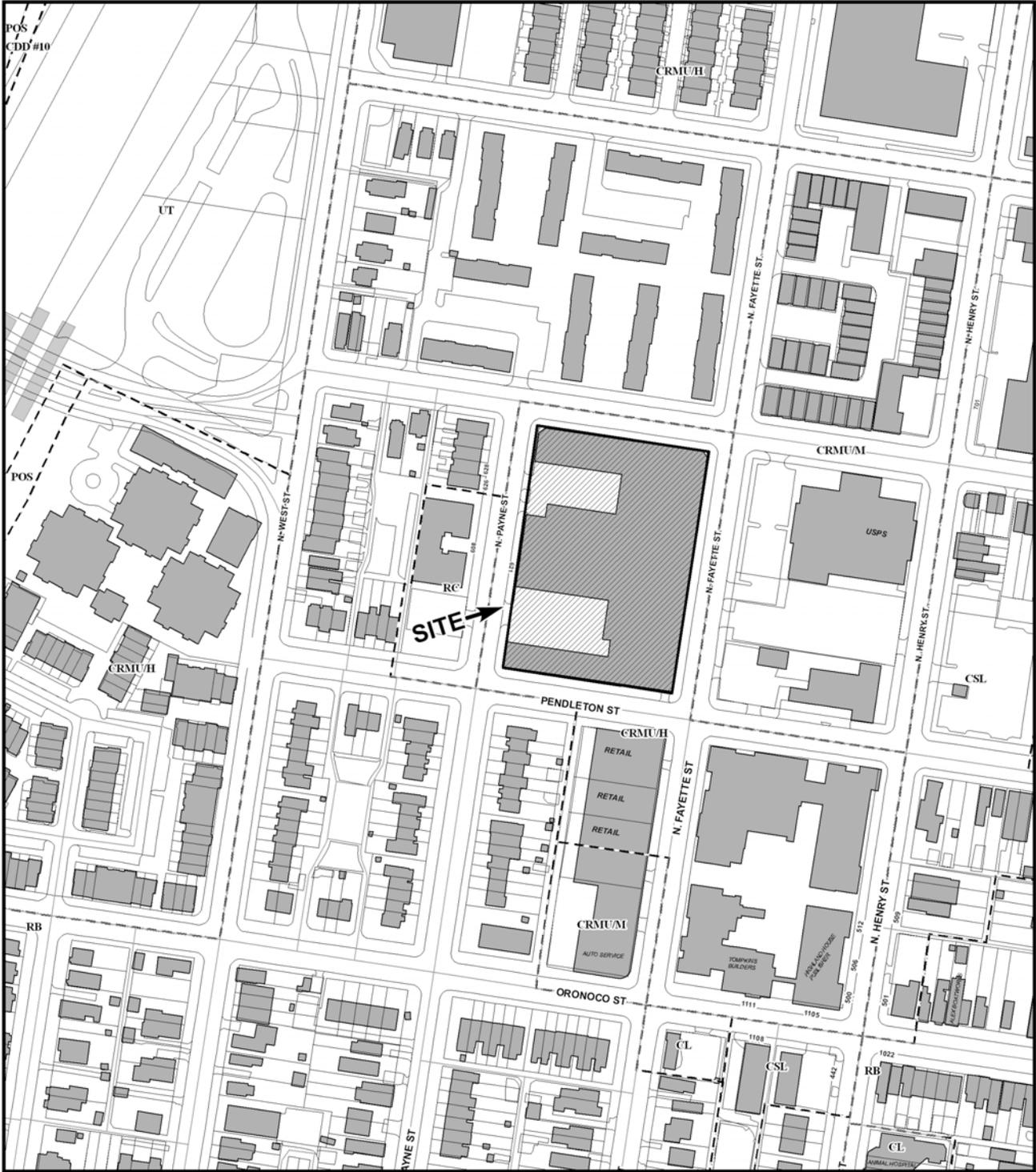
Planning Commission Hearing
September 4, 2008

REQUEST: Consideration of a request for an amendment to DSUP2005-0014 to adjust the unit mix and add a loading bay.

APPLICANT: 621 North Payne, LLC
by Harry S. Hart, attorney

LOCATION: 621 North Payne Street

ZONE: CRMU-H/Commercial Residential Mixed-Use High



DSUP #2008-0008 09/04/08



I. IMPACTS/BENEFITS CHART

| IMPACT/BENEFIT | COMMENTS |
|--|---|
| Consistency with the Braddock Metro Neighborhood Plan | <ul style="list-style-type: none"> ▪ Enhanced pedestrian connectivity and environment ▪ Variety of uses including residential, retail, and restaurant ▪ Publicly accessible open space – “pocket park” |
| Use | <ul style="list-style-type: none"> ▪ 206 Multi-family Units (38 Efficiency, 87 one-bdr, 36 one-bdr with den, and 45 two-bdr) ▪ 1,100 sq. ft. coffee shop / restaurant with less than 60 seats ▪ 3,225 sq. ft. Retail |
| Open Space | <ul style="list-style-type: none"> ▪ 33% Ground level open space, with 7% additional open space provided on roof terraces for a total of 40% open space. ▪ Publicly accessible open space on Pendleton Street |
| Pedestrian / Streetscape | <ul style="list-style-type: none"> ▪ Sidewalks, pedestrian scale lighting, street trees ▪ Underground existing utilities on Payne St. ▪ Ground level retail on North Fayette Street |
| Building Compatibility | <ul style="list-style-type: none"> ▪ Designed as separate buildings, ranging in height from 38 to 73 feet ▪ Heights designed to relate to adjacent buildings and context |
| Affordable Housing | <ul style="list-style-type: none"> ▪ Voluntary contribution of \$748,160 |
| Traffic/Transit | <ul style="list-style-type: none"> ▪ Located within two blocks (850 feet) of Braddock Road Metro Station ▪ Installation of new bus shelter ▪ Participation in Braddock Metro Neighborhood TMP |
| Parking | <ul style="list-style-type: none"> ▪ 1.05 spaces/unit (216 spaces) plus 15% visitor parking ▪ Two levels of underground parking, with retail and visitor spaces separate from residential spaces |
| Environment | <ul style="list-style-type: none"> ▪ LEED NC Certification, including green vegetated roofs. |

II. EXECUTIVE SUMMARY

A. Overview

This project was initially approved in February 2007 with 142 residential condominium units and 4 live-work units. Subsequent to the approval of the project, the property was sold to 621 North Payne Street, LLC. Since acquiring the property, the applicant has proposed several modifications to the approved plan which include:

- An increase from 142 condominium units and 4 live-work units to 206 rental units – accomplished by decreasing the average unit size from 1,330 to 900 sq. ft;
- Replacing four 2,400 sq. ft. live-work units with 4,325 sq. ft. of retail/restaurant space;
- Reduction in height of the tallest building segment, from 77 feet to 73 feet; and
- Reduction in the number of parking spaces to 256 as recommended by the Braddock Metro Neighborhood Parking District.

While the current proposal increases the number of units by approximately 30% compared to the approved plan, the overall mass and height of the building has not increased; in fact, a portion of the building height has been reduced by 4 feet. Rather, the increased number of units has resulted from decreasing the unit sizes from approximately 1,330 to 900 sq. ft. In addition, staff worked with the applicant to ensure that the quality architecture inherent in the previous proposal was not diminished.

The proposal is consistent with the recently approved Braddock Metro Neighborhood Plan as discussed in further detail in the staff analysis, and provides public benefits including high quality architecture, LEED-NC certification and a green roof. However, the proposed amendment does raise several issues, particularly whether the requested density and proposed parking ratio are appropriate for this site, as discussed in more detail below.

III. BACKGROUND

A. Site and Surrounding Context

Located approximately two blocks from the Braddock Road Metro Station, the site encompasses an entire City block, bordered by Wythe, North Fayette, Pendleton, and North Payne Streets. The site is approximately two acres and is currently occupied by Security Storage, a warehouse facility leased by the Federal Government.

The site is located in an area where the surrounding context transitions from the higher density uses located adjacent to the metro station to the lower scale uses characteristic of the Parker-Gray Historic District, located south of the site.

B. Project Description

The applicant proposes to demolish the existing Security Storage warehouse facility and construct a mixed-use project, consisting of 206 residential units; 3,225 sq. ft. of retail; and a 1,100 sq. ft. restaurant, currently proposed as a coffee shop. Approximately 256 parking spaces are provided in two levels of underground parking, accessible from an internal street, which bisects the site from North Fayette to North Payne Street. Controlled access is proposed to separate the visitor and retail parking from the residential parking. An internal loading bay, also accessible from the internal street, is proposed adjacent to the garage entrance.

The project consists of two buildings, designed to appear as five separate volumes, which relate in mass, scale and height to buildings on adjacent blocks. The building volumes range in height from 38 to 73 feet, with the tallest building located on North Fayette Street, to relate to the recently completed Monarch. A “pocket park,” landscaped setbacks, street trees, and pedestrian improvements are also proposed.

C. Compliance with the Braddock Metro Neighborhood Plan

During the initial approval process, the applicant chose to precede the adoption of the Braddock Plan. Although the initial application preceded the recently approved Plan, the applicant worked with staff and the community to incorporate many of the planning principles inherent in the draft Plan as well as the recently adopted Plan. While some specific recommendations of the adopted Plan were not incorporated into the proposed amendment application, such as the three-story “shoulders” adjacent to the street, the amendment application complies with the many of the principles and recommendations of the Plan, as described in the following paragraphs.

A fundamental principle of the Braddock Plan was the use of context sensitive design in new development to ensure that the character of the existing neighborhood was preserved while simultaneously enhanced. As described in detail in the initial application, significant efforts were made to ensure that the proposed development was compatible with adjacent properties, which vary in height, mass, scale and use. The following paragraphs describe how the project complies with the recommendations and guidelines of the recently adopted Braddock Metro Neighborhood Plan.

Create a Sense of Place with Neighborhood Identity, Vitality and Diversity

- The Alexandria and Washington Railroad Line, located on North Fayette Street, is exposed and maintained with proposal;
- Staff recommends that the focal element located within the publicly accessible open space on Pendleton Street incorporate the history of the site as a means to ensure its preservation.

Provide Walkable Neighborhoods that are Secure and Feel Safe

The site is bordered by two of the four walking streets described in the Plan – Wythe and Fayette. As such, the project proposes the following pedestrian and streetscape amenities to provide the walkable neighborhood desired by the Plan:

- 14-foot sidewalks on Wythe, Pendleton, and North Payne Streets;
- 14-foot sidewalks on North Fayette Street, with the existing railroad line exposed;
- 10-foot front yards on Wythe Street;
- Pedestrian scale lighting, benches, trash receptacles, and street trees on each street frontage;
- A new bus shelter on Pendleton Street at the intersection of North Payne Street;
- Publicly accessible open space on Pendleton Street;
- Underground utilities on North Payne Street; and
- Monetary contribution to the *Braddock Metro Neighborhood Streetscape Fund*.

Establish a Series of Community-Serving Usable Open Spaces

- The project’s publicly accessible open space is visible from Pendleton, North Payne, and North Fayette Streets; and
- Monetary contribution to the *Braddock Metro Neighborhood Open Space Fund*.

Encourage Community-Serving Retail and Services

- 3,225 sq. ft. of retail and a 1,100 sq. ft. restaurant / coffee shop on North Fayette Street.

Promote Mixed-Income Housing

- Consistent with the *Developer Housing Contribution Work Group Report*, the applicant has agreed to contribute approximately \$750,000 to the City’s Affordable Housing Trust Fund.

Manage Multimodal Transportation, Parking, and Road Infrastructure

In an effort to reduce vehicle miles traveled in a location well-served by public transportation, staff has recommended the project adopt a transit incentive program which requires the following:

- Provides discounted transit fare for residents and employees;
- Provides application fees for car share programs;
- Encourages participation in a rideshare program;
- Encourages and promotes a guaranteed ride home program; and
- Participation in the Braddock Metro Neighborhood Transportation Demand Management Program.

IV. ZONING

With the adoption of the 1992 Braddock Road Metro Small Area Plan, the site was rezoned Commercial Residential Mixed Use, Medium (CRMU-M). However, as a result of litigation regarding the 1992 rezoning, the site was rezoned Commercial Residential Mixed Use, High (CRMU-H). The rezoning included a proffer, which limited development without a special use permit to a 1.0 FAR and permitted a maximum FAR of 2.5 with the approval of a special use permit.

| 621 North Payne Street | | |
|--|-------------------------------------|-------------------------|
| Property Address: | 621 North Payne Street | |
| Total Site Area: | 2.001 Acres (87,173 SF) | |
| Zone: | CRMU/H | |
| Current Use: | Office/Commercial Warehouse | |
| Proposed Use: | Residential, Retail, and Restaurant | |
| | <u>Permitted/Required</u> | <u>Proposed</u> |
| FAR: | 2.5 with SUP | 2.5 |
| Square Footage / Use: | | |
| Residential: | | 206 Units (223,289 GSF) |
| Restaurant: | | 1,100 GSF |
| Retail: | | 3,225 GSF |
| Yards / Setbacks: | N/A | 1-30 Feet |
| Height: | 77 feet | 38-73 Feet |
| Open Space: | | |
| Ground Level: | | 28,789 SF |
| Rooftop: | | 6,085 SF |
| Total: | 34,869 SF (40%) | 34,874 SF (40%) |
| Parking:* | | |
| Residential: | 206 Spaces | 216 Spaces |
| Visitor: | 31 Spaces | 33 Spaces |
| Restaurant: | 0 Spaces | 0 Spaces |
| Retail: | 7 Spaces | 7 Spaces |
| Total: | 244 Spaces | 256 Spaces |
| *Parking based on Braddock Metro Neighborhood Parking District Recommendation. | | |

V. STAFF ANALYSIS

A. *Additional Density*

While the applicant is not requesting an amendment to the approved floor area ratio (FAR), an amendment to increase the number of units and the type of units has been requested. Therefore, the FAR of the project remains 2.5, but the number of units requested is 206, an increase of approximately 60 units. Beyond the 60 additional units, the applicant has also requested approval to alter the unit types; proposing 38 efficiencies, 87 one-bedroom units, 36 one-bedroom with den units, and 45 two-bedroom units. The previous proposal consisted of 58 one-bedroom units, 62 two-bedroom units and 22 three-bedroom units. Additional units are gained by reducing the size of the previously approved units and by eliminating the “back to back” townhouse units on Wythe Street to accommodate apartments, with a central corridor internal to the building. In order to maintain the central corridor and provide services such as an elevator, the applicant has proposed the addition of a three-story, “hyphen”, recessed approximately 20 feet from the face of the building, to connect the two “townhouse” style buildings.



Figure 1: Wythe Street Elevation - Previous Approval



Figure 2: Wythe Street Elevation - Proposed Amendment

In reviewing similar development projects in close proximity to metrorail stations, staff believes that the density requested with the proposed amendment is comparable. The following table summarizes the units per acre of development projects in close proximity to metrorail stations.

Table 1: Units per Acre of Projects near Metro Stations

| Development Project | Number of Units / Acre |
|----------------------------------|------------------------|
| Braddock Gateway | 88 * |
| Colecroft I | 28 |
| Colecroft II | 72 |
| Madison | 133 |
| Monarch | 84 |
| Payne Street (<i>proposed</i>) | 103 |
| Potomac Club I | 244 |
| Potomac Club II | 191 |
| Prescott | 64 |
| Royalton Condominiums | 70 |

**Number of units per acre approved in CDD Concept Plan*

While the number of units per acre varies between the projects analyzed, the average is 108 units per acre, approximately 5 units per acre greater than proposed by the applicant. In reviewing similar development projects in close proximity to metrorail stations, the units per acre requested with the proposed amendment are comparable.

A primary concern with providing additional density on the site is the effect that the additional density has on the overall mass and scale; particularly as the mass and scale relate to the character of the existing neighborhood. However, in this case, the building mass, designed to appear as separate buildings varying in height and architectural style, has not been substantially altered to accommodate the increase in units. The project provides adequate transitions in height and mass, locating the largest building volume in the center of the site.

However, community members have expressed concern with the increased density, particularly the increase in units on Wythe Street. As previously discussed, the applicant acquired additional units by reducing the overall unit size and eliminating the “back-to-back” townhouses on Wythe Street. By reducing the average unit size, altering the unit types, and eliminating the “back-to-back” townhouse configuration, the proposal provides 22 additional units in the Wythe Street building.

The units on Wythe Street are accessible from a central corridor internal to the building. Each of the ground-floor units also has a functional entrance that fronts the public right-of-way and a front yard.

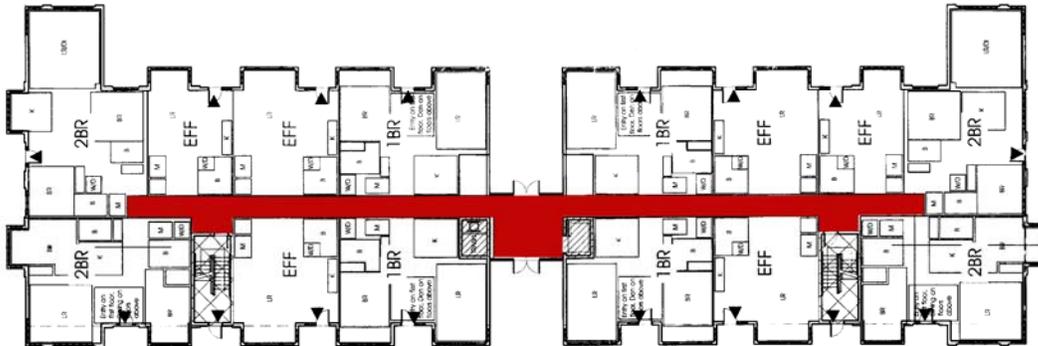


Figure 3: Floor Plan with Central Corridor

Staff discussed the elimination of the corridor at length with the applicant, but determined that the corridor was necessary for several reasons, including accessibility and refuse removal. Furthermore, while many residents are likely to access their unit from the central corridor, staff anticipates that ground-floor residents will utilize their individual entrances, particularly when walking from nearby amenities such as the Braddock Road Metro Station, the post office, and other daily activities.

In addition, community members also expressed concern with the decrease in unit size. Many expressed concerns that the decreased size may alter the type of residents that choose to reside in this location; encouraging single occupants, rather than families. While the residential market has driven the decrease in unit sizes, the applicant has positioned the efficiency units adjacent to larger units, to easily convert one-and two-bedroom units to two-and three-bedroom units in the event the project converts to condominiums in the future.

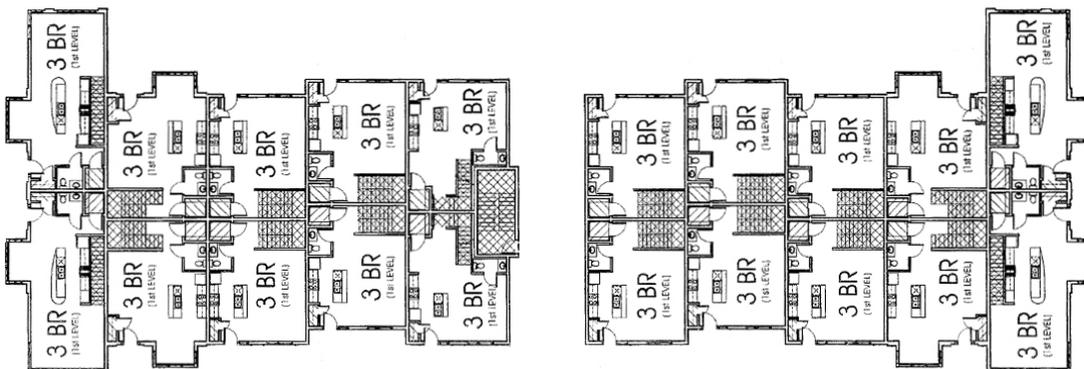


Figure 4: Previously Approved Floor Plan



Figure 5: Proposed Floor Plan

Staff has additional concerns with the effect of increased density on open space, parking and traffic, each of which are discussed in greater detail in the following paragraphs.

B. Open Space/Streetscape

Increased density is also a concern as it relates to the quantity and quality of open space provided. While the amount of open space provided has not changed substantially with the proposed amendment, the number of users has increased. However, staff believes that the amount and type of open space provided is sufficient to accommodate the project. Consistent with the City's standard practice, the applicant has provided 40% open space on the site, 33% of which is located at the ground level. Approximately 15,000 sq. ft. of the ground-level open space (17%) is consolidated, creating a publicly accessible "pocket park" for the community.

In addition to the open space provided on-site, staff recommends that the applicant contribute to the Braddock Metro Neighborhood Open Space Fund, which will be used for open space acquisition and improvements within the Braddock Metro Neighborhood. Additionally, staff recommends that the applicant contribute to the Streetscape Fund. Rather than recommending a specific contribution at this time, staff recommends that this amount be approved by the Planning Commission and City Council as part of the implementation process of the Braddock Metro Neighborhood Plan, similar to the process implemented in Eisenhower East.

C. Parking

The applicant proposes a reduction in the number of parking spaces consistent with the recently approved Braddock Metro Neighborhood Plan, which recommends a lower parking ratio in acknowledgement of the adjoining metro and as a way to encourage transit use and discourage the use of automobiles. Based on the recommendations of the Plan, the applicant is required to provide 244 spaces to accommodate residents, visitors, and retail patrons. The parking ratios recommended for each of these uses is outlined in *Table 2*. The applicant is proposing a slightly higher ratio of 1.05 spaces per unit or 12 more spaces than recommended by the Plan primarily because that is the number of spaces that can be accommodated within the two-level underground garage.

While the Plan recommends a lower parking ratio, the implementation of the lower parking ratio will require an amendment to the Zoning Ordinance. Therefore, the applicant’s request is technically considered a parking reduction; however functionally, the applicant is proposing to implement the parking recommendations established in the Plan. Staff anticipates that many of the implementation elements of the Plan will be reviewed and processed this fall/winter.

Table 2: Braddock Metro Neighborhood Recommended Parking Ratios

| Land Use | Parking Ratios |
|--------------------------|--|
| Multi-Family Residential | 1.0 spaces per unit (less than 3 bdr) plus 15% visitor parking |
| Retail | 3.0 spaces per 1,000 SF (first 1,200 SF of retail exempt) |
| Restaurant | 1 space per 4 seats (first 60 seats exempt) |

The Plan recommends that these ratios be permitted and any deviation from these ratios, whether an increase or decrease, require approval of a special use permit. The applicant has provided 256 spaces, a parking ratio which exceeds the Plan’s recommendations.

The parking ratios recommended in the Braddock Plan, and those proposed by the applicant are consistent with many projects located in close proximity to the Eisenhower East, King Street, and Braddock Road metro stations, as shown in *Table 3*.

Table 3: Approved Parking Ratios near Metro Stations

| Project | Residential Parking (per unit) |
|---------------------------------------|--------------------------------|
| Mill Race – Residential | 1.15 |
| The Royalton Condos | 1.22 |
| Meridian at Braddock Station | 1.10 |
| The Madison | 1.25 |
| The Monarch | 1.55 |
| Colecroft | 1.00 |
| Braddock Lofts | 2.33 |
| <i>Payne Street (proposed)</i> | <i>1.05</i> |

While staff required the applicant to provide parking in compliance with the Zoning Ordinance in the initial approval, staff supports the applicant’s request to implement the parking recommendations of the Braddock Plan. A transit-oriented development, which is identified as a goal in many of the City’s adopted plans and policies, requires a balance between limiting the convenience of parking to encourage transit ridership and ensuring that adequate parking is provided to discourage off-site parking.

To ensure that the applicant’s request achieves this balance, staff requested a parking study which evaluated the on-street parking available on adjoining streets and the number of parking

spaces available in comparable developments, including Colecroft, Meridian at Braddock Station, and the Royalton Condominiums.

At the request of staff, Gorove Slade Associates conducted an on-street parking analysis to analyze the capacity of on-street parking located within a two block radius of the site. Streets surveyed included: West, North Payne, North Fayette, North Henry, Madison, Wythe, Pendleton, and Oronoco Streets. A total of 497 on-street parking spaces were identified within the two block radius.

Gorove Slade analyzed the parking on the aforementioned streets on the evenings of Wednesday, April 9th and Friday, April 11th; the early morning through evening of Saturday, April 12th; and the afternoon through late evening of Sunday, April 13th. As indicated in *Table 4*, the on-street parking analysis concluded that, on average, approximately 40% of the on-street spaces were vacant during the period of study.

Table 4: Summary of On-Street Parking Availability

| Date of Analysis | Average # of Occupied Spaces | Average # of Vacant Spaces |
|--------------------------|------------------------------|----------------------------|
| Wednesday, April 9, 2008 | 270 (54%) | 227 (46%) |
| Friday, April 11, 2008 | 306 (62%) | 191 (38%) |
| Saturday, April 12, 2008 | 311 (63%) | 186 (37%) |
| Sunday, April 13, 2008 | 295 (59%) | 197 (40%) |

To minimize possible spillover parking in the neighborhood, staff included a recommendation prohibiting future residents from obtaining any residential parking permits, including temporary parking permits for visitors and guests. Also, under the City's existing residential parking permit program, businesses and employees are ineligible to obtain parking permits for their vehicles.

While community members have expressed concern with the inability to obtain parking permits for longer-term guests, maintenance and service vehicles, staff believes that the visitor parking permit process should be reviewed in a comprehensive process, separate from this proposal.

In addition to the on-street parking analysis, Gorove Slade Associates also observed parking at the Colecroft Condominiums, the Royalton Condominiums, and the Paradigm's Meridian at Braddock Station to determine if a parking ratio of 1.05, as proposed by the applicant, is sufficient to accommodate the demand of a development located in close proximity to a metrorail station.

Observations at Colecroft were conducted on the morning of May 29th and focused largely on whether residents were using parking on West and Oronoco Streets instead of, or in connection with, the parking available on-site. During the period of study, 42% of residents exited the parking available on-site, 22% were observed exiting the site and traveling to a car parked on the street, and 36% were observed traveling on foot to the Braddock Metro Station.

In addition to Colecroft, Gorove Slade also observed parking conditions at the Meridian at Braddock Station during the morning and evening peak hours. According to the parking study, there are 562 spaces at the Meridian at Braddock Station – 528 spaces within the garage and 34 surface spaces reserved for visitors. During the morning observation, approximately 330 cars were parking within the garage (63% occupancy) and during the evening observation approximately 260 cars were parked in the garage (49% occupancy). Staff also obtained the number of cars registered at the Meridian at Braddock Station to evaluate the overall parking ratio. Approximately 295 vehicles are registered at the Meridian at Braddock Station, which results in a ratio of 56%, excluding visitors.

A similar analysis was conducted at the Royalton Condominiums on Duke Street. According to the parking study, there are 142 residential spaces and 11 visitor spaces within the garage, a total of 153 spaces. During the morning peak hour, 89 cars were parked within the residential spaces (63% occupancy) and during the evening peak hour, 79 cars were parked within the residential spaces (56% occupancy). Due to the abbreviated time period of this study, staff also obtained the number of cars registered at the Royalton to evaluate the overall parking ratio. Approximately 70 vehicles are registered at the Royalton Condominiums, which results in a ratio of 49%, excluding visitors.

Staff supports the applicant’s request to provide a lower parking ratio in compliance with the Braddock Plan, as the request is consistent with parking ratios approved for projects located in close proximity to transit. Furthermore, the request is consistent with the City’s adopted plans and polices, which strive for transit-oriented development as a means to reduce auto-dependency.

D. Traffic

According to the traffic impact analysis submitted by the applicant, the proposed development will generate approximately 594 daily trips. During the morning peak hour, approximately 47 trips will be generated, while approximately 55 trips will be generated during the evening peak hour. It is important to note that these figures include a 50% reduction for alternative transportation modes, a reduction typical of existing condominiums near the Braddock Road Metrorail station. The current proposal will generate approximately 13 more trips in the morning peak hour and 15 more trips in the afternoon hour than the previously approved plan.

The traffic impact analysis also analyzed a series of intersections in the immediate vicinity and drew conclusions based on existing conditions and future conditions with development. Traffic analysis results at the signalized intersections are summarized in *Table 5* below.

Table 5: Level of Service and Delays for Key Intersections

| Intersection | Existing Conditions | | Future with Development | |
|-------------------------------------|--|-----------|-------------------------|-----------|
| | Level of Service (delays in sec./veh.) | | | |
| | AM | PM | AM | PM |
| N. Henry Street at Wythe Street | B(17.9) | B(17.6) | B(18.0) | C(20.6) |
| N. Henry Street at Pendleton Street | A(9.3) | A(7.9) | B(17.5) | C(20.6) |
| N. West Street with Wythe Street | C(27.7) | C(26.2) | D(35.6) | C(29.4) |

The existing conditions analysis demonstrated that each of the studied intersections currently operate at an adequate level of service during the morning and evening peak hours. The analysis of the future conditions with development demonstrated that the studied intersections will continue to operate at an adequate level of service during the morning and evening peak hours.

E. Building Shoulders

As previously proposed, the project includes lower-scale “townhouse style” units on Wythe Street and mid-rise units on North Payne Street to correspond to the existing Andrew Adkins townhouses and other residential uses located west of the site. Each of these building volumes offers a transition to the six-story units located in the center of the block and on North Fayette Street, designed to relate to the recently completed Monarch project, which ranges from four-to-six stories.

The Braddock Metro Neighborhood Plan design guidelines recommend that the walking streets be defined by buildings designed with “shoulders” capped at three stories or 40 feet and higher buildings stepping back after 40 feet. The “townhouse” style units located on Wythe Street are three stories and therefore achieve the pedestrian scale desired in the plan. However, the building volume adjacent to North Fayette Street, designed to relate in mass and scale to the recently completed Monarch, extends six-stories in height without the provision of a three-story “shoulder.”



Figure 6: Fayette Street Elevation

While the shoulder is a desired element to achieve a pedestrian scale, the applicant has incorporated features on the North Fayette frontage to create a pedestrian oriented façade at the sidewalk level. Specifically, the proposed amendment replaces the live-work units previously approved with approximately 3,225 sq. ft. of retail and a 1,100 sq. ft. restaurant/coffee shop. These ground-floor uses serve to activate the streetscape and the pedestrian environment.

In addition, the North Fayette Street facade is characterized by a highly detailed, rusticated base of contrasting brick, with a storefront design at the retail and restaurant entrances. A strong cornice line between the second and third stories also defines the base of the building and reinforces the pedestrian scale.

While the building on North Fayette Street does not “step back,” staff believes that the rusticated base and retail storefront provides a two-story architectural façade at the pedestrian level which provides a pedestrian-scaled building base without the 12-foot setback recommended by the design guidelines.

F. Sustainability

As the Planning Commission and City Council are aware, staff is in the process of preparing a green building policy for the City, which will likely be scheduled for a December hearing. In the meantime, staff has been working with developers to achieve LEED certification or comparable for most projects. In this case, the applicant has agreed to a condition requiring LEED certification, which staff believes is consistent with the goals of the upcoming green building approach for the City and fulfills a strong recommendation of the Braddock Metro Neighborhood Plan.

The Braddock Plan emphasizes the importance of sustainability and green design and encourages LEED certification in all new development. Many of the recent development projects in the Braddock Metro Neighborhood have agreed to obtain certification, including Braddock Gateway, the Madison, and the Charles Houston Recreation Center.

A specific green building technology the applicant has agreed to employ is green roofing. Approximately 34% of the buildings’ roofs are vegetated to reduce the heat island effect of the site. The remaining rooftops consist of high albedo materials and rooftop terraces.

VI. COMMUNITY

Staff and the applicant have discussed the proposed amendment with Inner City, Braddock Lofts, the Federation of Civic Associations and other interested community members and citizens. In addition, the applicant also hosted a Community Open House on June 26th.

Several community members expressed concern with the height initially proposed for the tallest building portion, 77 feet. As a result, the applicant reviewed the building design and reduced the maximum building height to 73 feet. While the change in height was not substantial, the community was largely satisfied with the reduction in height as well as the overall project.

In addition to the issue of height, community members also expressed concern about the increase in density and the proposed parking reduction.

Density:

The primary concern expressed by the community was the overall increase in density, specifically the conversion of the “back-to-back” townhouses on Wythe Street to multi-family single-level units. As previously discussed, this change has resulted in an increased density of the units on Wythe Street, from 20 units to 42 units. A concern expressed by the community is that this change will impact the ability of the units on Wythe Street to provide the activity

envisioned on a primary walking street, as the multi-family units will not have the same function or design as the “back-to-back” townhouses.

As part of the initial discussions with the applicant, staff stated that the design and scale of the units should be retained on Wythe Street. The current proposal retains the scale and design of the previous proposal, includes functional doors for the ground-floor units and maintains the front yards of the previous proposal, albeit with a smaller multi-family unit rather than the larger “back-to-back” townhouse previously proposed.

Parking

Some of the residents have also expressed concern with regard to the lower parking ratio of the current proposal, compared to the previous proposal. Staff has attempted to address these concerns through the staff analysis outlined above and proposed staff recommendations.

While some of the residents have raised issues of concern with the current proposal, many of these residents also support the redevelopment of the site. In fact, many of the citizens and civic groups have expressed support for the proposal. In addition, staff has added numerous recommendations in an effort to address community concerns and enhance public benefit.

VII. CONCLUSION

Staff recommends **approval** of the proposed development special use permit amendments subject to the following staff recommendations.

STAFF: Faroll Hamer, Director, Planning and Zoning;
Jeffrey Farner, Deputy Director, Development;
Gary Wagner, Principal Planner; and
Jessica Ryan, Urban Planner.

VIII. STAFF RECOMMENDATIONS

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

Conditions 9, 16, 17, 18, 32, 33, 54, 55, 56, 57, 58, 71, 81, 82, 83 and 88 have been added and Conditions 1, 3, 4, 5, 7, 10, 13, 19, 20, 21, 22, 23, 24, 28, 29, 31, 34, 44, 45, 46, 51, 52, 60, 63, 64, 65, 84, 86, 87, 94, 95, 97, 105, 109, 111 and 112 have been amended to reflect the current proposal.

Conditions 85, 90, 91, 92, 104, 106 and 110 have been deleted. The remaining conditions outlined below have been carried forward from the previous proposal. (DSUP #2005-00014)

A. PEDESTRIAN/STREETSCAPE

1. **CONDITION AMENDED BY STAFF:** The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall also provide the following to the satisfaction of the Directors of P&Z and T&ES:
 - a. The sidewalks on Fayette Street and Wythe Street shall be 14 ft wide (10 ft. unobstructed), brick sidewalks with 4 ft. x 10 ft. wide tree wells. The brick sidewalks shall be city standard brick embedded in a concrete base, with a running bond paving pattern. ~~a basket weave pattern and shall comply with City standards.~~
 - b. The sidewalk on Fayette Street shall retain and integrate a portion of the existing rail lines. The rail lines shall be designed to be flush with the adjoining brick sidewalk.
 - c. The sidewalk on Payne and Pendleton Streets (excluding the area in front of the retail live work units) shall be revised to provide a 5 ft. wide landscape strip adjacent to the street, a 6 ft. unobstructed concrete sidewalk and a 3 ft. landscape strip adjacent to the buildings and/or open space. The sidewalk adjacent to the retail live work units shall be 9 ft. wide with a 5 ft. landscape strip adjacent to the curb. The concrete sidewalks shall comply with the City of Alexandria standards and include “lamp black” color additive.
 - d. Provide thermoplastic ladder style or standard pedestrian crosswalks at all crossings at the proposed development, designed to the satisfaction of the Director of T&ES.
 - e. The existing overhead electrical/telephone lines and poles on the east side of Payne Street that serve the site shall be located underground. All underground utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping. Any switch boxes or transformers shall be within a below grade vault located within the internal street. The vault shall be screened with a metal louver. A detail shall be provided with the final site plan.
 - f. Decorative pedestrian scale light poles shall be provided for each public

street frontage and the internal “street” and southern courtyard. The street light fixtures shall be single black Virginia Power “colonial” light fixtures and have a standard black finish as outlined in the Braddock Metro Neighborhood Plan.

- g. The paving for the internal “street” shall consist entirely of decorative brick or pavers constructed to the satisfaction of the Director of T&ES and P&Z.
- h. Sidewalks adjacent to the internal “street” shall be city standard brick embedded in a concrete base, with a running bond paving pattern.
- i. For the curb cut on Fayette Street, the brick shall continue over the proposed curb cut to provide a continual uninterrupted brick sidewalk. Brick at driveway approaches shall be mortar set perpendicular with a 3/8 inch joint on a concrete base and perpendicular to the street, consistent with City standards.
- j. The applicant shall install two (2) decorative public benches for the Fayette Street frontage. The bench detail shall be the Timberform Restoration Series manufactured by Columbia Cascade or similar as approved by the City of Alexandria. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish consistent with the Braddock Metro Neighborhood Plan.
- k. The proposed retaining walls adjacent to the internal street, Wythe Street and Payne Street shall be decorative brick to match the adjoining buildings/townhomes.
- l. ~~The proposed fencing on Wythe and Payne Streets shall be decorative metal and shall be limited to a maximum height of 3 feet and shall be primarily open fencing.~~
- m. The fencing on Payne Street adjacent to the loading dock between the pedestrian gate and the building face shall be replaced with a 4’ decorative wall with an additional 3’ of screening material to the satisfaction of the Directors of T&ES and P&Z. A 3 ft. landscape strip shall be provided adjacent to the wall and building. A matching decorative wall and landscape strip shall be provided on the opposite side of the private street.
- n. Provide special paving patterns to designate the Fayette Street entrance as outlined in the Braddock Metro Neighborhood Plan.
- o. The proposed concrete sidewalk on Payne Street shall continue over the proposed curb cut to provide a continual uninterrupted concrete sidewalk.
- p. The applicant shall construct bump outs at each of the following intersections: Fayette and Wythe Streets; Fayette and Pendleton Streets; Payne and Pendleton Streets; and Payne and Wythe Streets to the satisfaction of the Director of T&ES. Bump-outs at the internal drive shall be removed to the satisfaction of the Director of T&ES.
- q. All trash cans shall be Iron Site Bethesda Series (Model SD-42) by Victor Stanley, decorative black metal trash cans as specified in the Braddock Metro Neighborhood Plan. Trash cans shall have a black, powdercoat finish.

- r. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit.
 - s. The applicant shall install public art that will be beneficial to the community and neighborhood, or provide on-site art, ~~and~~ to the satisfaction of the Director of Planning and Zoning. (P&Z)(T&ES)
 - t. ~~The applicant shall work with Department of Planning and Zoning staff in exploring the use of permeable surfaces for the alley. Use of permeable surfaces shall be to the satisfaction of the Director of Planning and Zoning. (P&Z)~~
2. A perpetual public access easement shall be provided for all portions of the perimeter sidewalks not located within the public right-of-way and the sidewalks parallel to the internal street and the approximately 17,000 sq.ft. open space on Pendleton Street, to the satisfaction of the Directors of P&Z and Code. All easements and reservations shall be depicted on the subdivision plat and shall be approved prior to the release of the final site plan. (P&Z)(Code) (DSUP2005-0014)
3. **CONDITION AMENDED BY STAFF:** All materials for ADA ramps shall be concrete brick on Fayette and Wythe Street and concrete Payne and Pendleton Streets to match the adjoining sidewalks. All ramps shall include detectable warnings in accordance with Americans with Disabilities Act (ADA). (T&ES)(P&Z)
4. **CONDITION AMENDED BY STAFF:** The applicant shall provide \$1,000 per receptacle to the Director of T&ES for purchase and installation of eleven (11) trash receptacles. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. ~~\$1,000/ea to the Director of T&ES for the purchase and installation of (8) City standard street cans along the public streets, 2 per block face.~~ (T&ES)
5. **CONDITION AMENDED BY STAFF:** The applicant shall provide (14) residential bicycle parking space(s) within the underground garage and (3) visitor (short-term) bicycle parking space(s) on the surface to the satisfaction of the Director of T&ES. Bicycle parking standards, acceptable rack types and details for acceptable locations for short-term parking are available at: www.alexandriava.gov/bicycleparking . ~~Above-grade bicycle parking shall be powder coated, matte black finish and the design of the bicycle parking shall be an Inverted U consistent with the City of Alexandria's "Bicycle Parking Standards." The locations shall conform to those outlines in the Standards to the satisfaction of the Director of T&ES.~~
- a. "Long-term" bicycle parking may include lockers, individually locked enclosures or supervised areas within a building providing protection for each bicycle therein from theft, vandalism and weather. Co-location of bicycle parking facilities by more than one (1) use is encouraged.
 - b. "Short-term" bicycle parking is an at-grade rack such as an "Inverted U" or "Bike Circle" that supports a bicycle in a stable, upright position. One bicycle rack will provide two spaces. Racks are preferably co-located,

- covered and located within 120 feet (preferably 50 feet) of a building entrance.
- c. Directional signage (MUTCD sign D4-3) shall be installed when bike parking facilities are not clearly visible from the street or sidewalk.
(T&ES)
6. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES) (DSUP2005-0014)
7. **CONDITION AMENDED BY STAFF:** The applicant shall install a “Carlyle” bus shelter which shall be black with a copper roof with associated passenger loading platform on Pendleton Street. The applicant shall also install a 5 foot by 8 foot unobstructed bus stop passenger loading pad to meet the guidelines of ADA. The bus shelter and passenger loading pad shall be installed on the bump-out area on Pendleton Street near the intersection of Payne Street. The bus shelter shall be installed at least 5 feet from the back-face of the curb on the bump-out. Alternatively, if located outside the right-of-way, the shelter may be designed as an integrated element of the open space to the satisfaction of the Directors of T&ES and P&Z. The following shall also be provided to the satisfaction of the Director of T&ES and P&Z:
- a. Compliance with all ~~handicap~~ and ADA guidelines.
 - b. ~~The bus shelter shall be located at the back of the sidewalk and integrated into the design of the open space, taking into account the location of trees wells and light poles in the front and rear bus loading zones.~~
 - c. Provide electrical and communication conducts to the shelter for the installation of ITS Real-Time bus information and electronic bus schedules.
 - d. The bus shelter shall have solar (preferred) or electric powered illumination to provide safety during the evening and night hours for the bus riding public.
 - e. If a portion of the bus stop is located outside the public right-of-way, the applicant shall be responsible for providing all applicable easements.
 - f. The bus shelter and tree wells shall be located so that they don’t interfere with bus passengers boarding buses through the front side door and alighting from buses the front or the rear side doors of a typical 35 foot long DASH bus.
 - g. The bus shelter shall be maintained by the Applicant and / or the Condominium association, when the property is turned over by the Applicant if the property is converted to condominiums in the future.
(T&ES)(P&Z)
8. On-street parking is provided on the proposed plan and the applicant shall replace the existing District 5 parking signs along the North Fayette Street frontage of the proposed development. (T&ES)(DSUP2005-0014)

9. **CONDITION ADDED BY STAFF:** The applicant shall provide a monetary contribution to the *Braddock Metro Neighborhood Streetscape Fund*. The monetary contribution shall be determined during the *Braddock Metro Neighborhood Implementation Strategy* and shall be paid prior to the release of the first certificate of occupancy or within 30 days of the adoption of the *Streetscape Fund*. (P&Z)

B. OPEN SPACE/LANDSCAPING

10. **CONDITION AMENDED BY STAFF:** A landscape plan shall be provided with the final site plan. The plan shall use industry standard nomenclature, shall include the level of landscaping depicted on the preliminary landscape plan, and shall also at a minimum also provide the following submission to the satisfaction of the Directors of P&Z and RP&CA:
- a. Provide three additional street trees on Fayette and Payne Streets to enable the street trees to be spaced 30 ft. on center.
 - b. The street trees on the landscape plan shall consist of the following:
 - i. Fayette Street- Red Maple
 - ii. Pendleton Street – Willow Oak
 - iii. Payne Street – Red Maple
 - iv. Wythe Street – London Plane
 - c. Foundation plantings and landscaping for the front yards shall be provided for the units proposed ~~back to back townhouses~~ on Wythe Street and the internal street.
 - d. Foundation plantings and landscaping shall be provided for the units with front yards on Payne Street.
 - e. The street trees on Fayette and Wythe Streets shall be planted in a 5 ft. wide continuous planting trough with aeration, drainage and gator bags. The street trees on Payne and Pendleton Streets shall be planted within a 5 ft. wide continual planting strip.
 - f. The planting troughs shall be a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the tree. A detail shall be provided on the final landscape plan.
 - g. Tree wells shall be flush with the adjacent sidewalk.
 - h. Evergreen groundcover shall be provided within each tree well and shall also be reflected in the plant schedule.
 - i. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
- General:***
- j. The plan shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
 - k. Provide evidence of coordination with above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading. Ensure positive drainage in all planted areas.

- l. Locate site utilities to minimize conflicts with street trees. In areas where utilities at back of curb conflict with location of street trees-locate utilities beneath street pavement.
 - m. Provide detail section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction-including edge restraint system, dimensions, drainage, metal grates, coordination with site utilities.
 - n. Provide detail sections showing above and below grade conditions for plantings above structure. Demonstrate a minimum dimension of four vertical feet and 300 cubic feet of planting media per tree for planting area on top of structure.
 - o. Demonstrate a minimum planting depth of three feet vertical continuous planting media for shrub, groundcover and lawn plantings above structure
 - p. Clearly identify grass areas, planted areas and paved areas.
 - q. ~~The proposed shrubbery is to have a maximum height of 36 inches when it matures.~~
 - r. All trees should be limbed up a minimum of 6 feet as they mature to allow for the greatest amount of natural surveillance. (RP&CA, P&Z, Police)
11. Provide the following notes on Landscape drawings:
 - a. “Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC.”
 - b. “In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.”
 - c. “Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City’s Arborist and Landscape Architects to review plant installation procedures and processes.” (RP&CA) (DSUP2005-0014)
12. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings including benches, trash receptacles, mail boxes, signs and other associated features. Provide material, finishes and architectural details for all retaining walls, seat walls, decorative walls and screen walls. Indicate methods for grade transitions, handrails-if required by code, directional changes, above and below grade conditions and coordination with adjacent conditions. (RP&CA)(DSUP2005-0014)
13. **CONDITION AMENDED BY STAFF:** Provide a site irrigation & water management system with applicable LEED provisions, to the satisfaction of the Director of RP&CA, including:
 - a. Provide an irrigation plan and detail information showing irrigation system including location and type of heads/emitters, water delivery

- systems, sleeving beneath pavement/roads/sidewalks, controller(s), backflow preventer(s) and all system monitoring devices.
- b. Irrigation plan shall be prepared and sealed by an Irrigator with certification at a level commensurate to this project and licensed to practice in the Commonwealth of Virginia.
 - c. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of ninety feet apart. Demonstrate location on Final Site Plan. (RP&CA)(DSUP2005-0014)
14. The rooftop open space shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for the roof-top open space shall include the following to the satisfaction of the Directors of P&Z and RP&CA:
- a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting.
 - b. Varied and high quality paving material.
 - c. A significant amount of additional landscaping and irrigation systems.
 - d. The lighting for the roof-top open space shall be pedestrian-scale pathway lighting and shall not be visible from the adjoining streets. (P&Z)(DSUP2005-0014)
15. The central courtyard area and other ground-level open space areas shall provide the level of detail and amenities depicted on the preliminary plan, and shall also provide amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. to encourage its use. In addition the central courtyard shall be revised to provide the following to the satisfaction of the Directors of P&Z and RP&CA:
- a. The central courtyard and all landscaping shall be privately maintained.
 - b. Where walls or planters are necessary they shall be brick or stone.
 - c. The entire central courtyard-open space areas shall be irrigated.
 - d. All lawn areas shall be sodded.
 - e. No shrubs higher than three feet shall be planted within six feet of walkways.
 - f. All landscaping shall be maintained in good condition and replaced as needed.
 - g. The central courtyard shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses.
 - h. The fountain shall be designed as a vertical element that shall function as a focal element/sculpture that is an appropriate scale for the open space.
 - i. Low scale pathway or bollard lighting.
 - j. A decorative pedestrian scale sign integrated into the overall design of the central courtyard near the entrance to identify the open space as public open space.
 - k. The portion of the courtyard that extends to Payne Street shall be revised to provide more green/lawn area to the satisfaction of the Director of Planning and Zoning. (P&Z)(RP&CA)

16. **CONDITION ADDED BY STAFF:** The applicant shall consider the historic character of the property in the design of the open space for this project and shall provide interpretive signage. The applicant shall provide and erect interpretive signage that highlights the history and archaeology of the site. The archaeological consultant shall provide information about the history of the site for use by the designers prior to the first submission of the final site plan. The consultant shall provide text and graphics for the signage subject to approval by the City Archaeologist. (Arch)
17. **CONDITION ADDED BY STAFF:** 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 determined during the *Braddock Metro Neighborhood Implementation Strategy* and shall be paid prior to the release of the first certificate of occupancy or within 30 days of the adoption of the *Open Space Fund*. (P&Z)(RP&CA)

C. **BUILDING**

18. **CONDITION ADDED BY STAFF:** The applicant shall provide a plan for diverting from landfill disposal the demolition, construction, and land clearing debris generated by the project. The plan shall outline recycling and/or reuse of waste generated during demolition and/or construction. The plan should outline specific waste streams and identify the means by which waste will be managed (reused, reprocessed on site, removed by licensed haulers for reuse/recycling, etc.). The plan shall be approved prior to the release of the final site plan. (P&Z)
19. **CONDITION AMENDED BY STAFF:** The applicant shall hire a LEED accredited professional as a member of the design and construction team. The proposed multi-family and retail uses shall achieve the points necessary under the U.S. Green Building Council's system for LEED certification. Energy Star labeled appliances shall be installed in all multi-family residential units. The applicant shall achieve the seven (7) LEED Prerequisites and include at least 26 LEED points. The applicant shall submit a report listing all Energy Star qualified components and verification that the elements to earn the above specified numbers of LEED points have been achieved prior to issuance of the last certificate of occupancy permit to the satisfaction of the Director of P&Z and T&ES. ~~The building shall be Earthcraft certified to the satisfaction of the Directors of T&ES and P&Z.~~ (T&ES)(P&Z)
20. **CONDITION AMENDED BY STAFF:** The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated ~~June 2, 2008~~ ~~October 4, 2004~~. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:

Fayette Street- Courtyard (Building A)

- a. Provide a detail for the proposed metal canopy on Fayette Street, which shall incorporate detailing comparable to the building.
- b. Provision of building-mounted lighting appropriate to the size and character of the building with smaller scale fixtures is encouraged at the pedestrian level. Details of the proposed building-mounted lighting shall be provided with the final site plan submission.
- c. The roof shall be a metal tile roofing material.
- d. The base of the building shall be a darker color stone or masonry.
- e. The balconies shall incorporate fascia and soffit treatment and detailing compatible with the building design. The railings shall be an ornamental metal compatible with building design in both materials and colors.
- f. ~~The four ground floor units on the southeast portion of the building shall be designed to accommodate a live-work function.~~
- g. ~~The use of the ground floor live-work units shall be limited to residential use, and shall be appropriate for the following uses: boutique retail shopping establishments, financial investment and consulting offices, travel agencies, realty offices, personal services uses, educational uses, professional offices such as attorney's offices or accountant's offices as permitted within the zone and as defined by the Zoning Ordinance. Uses which involve the preparation, sale or service of food or beverages are strictly prohibited.~~
- h. The proposed retail space on Fayette Street shall be solely utilized by retail uses to include: a store engaged in the sale of goods for personal use that shall include, bakeries, barber shop/beauty salon, banks, credit unions, 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 and any similar uses deemed by the Director of Planning and Zoning to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses.
- i. The colors and materials of the retail tenant signage ~~for the live-work units~~ shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building and to the retail bay unit(s) on which it is displayed to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following guidelines:
 - i. Sign messages shall be limited to logos, names and street address information.
 - ii. Illuminated or non-illuminated parapet signs or wall signs above the first level are prohibited.
 - iii. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - iv. Box signs ~~shall~~ and internally illuminated signs are prohibited.

- v. Any ~~exterior~~ decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
- vi. The retail live-work-unit signage shall require all applicable permits and comply with the conditions contained herein.
- vii. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the windows are encouraged.
- viii. Freestanding signs are prohibited.
- j. The retail entrances on Fayette Street shall be operable entrances for all tenants. The lease agreement for each tenant shall specify this requirement.
- k. A minimum 13 ft.-4 in. floor to floor height shall be provided for the retail space.
- l. Retail entrances shall be provided along the open space courtyard to the extent feasible. (P&Z)

Fayette Street and Payne Street (Building B)

- m. The base of the building shall be a lighter color pre-cast stone or similar material.
- n. The door shall be a functional and operational door for the unit.

Fayette, Wythe and Payne Street – “Townhomes”

- o. The windows shall be casement.
- p. The units shall provide varying color as generally depicted on the preliminary drawings, with any proposed changes and final colors to be subject to review and approval by the Director of P&Z.
- q. The proposed front yard fences shall be decorative metal in complimentary material and color with the proposed townhouses, shall be limited to a maximum height of 3 ft. tall and shall be primarily open, unless otherwise required by code.

Internal Street

- r. The roof of the building shall be a decorative and scalloped synthetic slate.
- s. The facade materials for the front, side and rear of each building shall be entirely masonry (brick, precast, stone).

General

- t. The buildings shall be designed to incorporate a variety of fenestration as represented in the submitted plans and refined to match the architectural style emulated in each building.
- u. A color on-site mock-up shall be provided prior to the approval of the final selection of the brick and building materials.
- v. The applicant shall provide high quality windows for each of the buildings to the satisfaction of the Director of P&Z and provide samples for approval.

- w. The applicant shall provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, and window treatment, including the final detailing, finish and color of these elements, during final site plan review. The applicant shall provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of façade treatment.
 - x. Color architectural elevations shall be submitted during final site plan review.
 - y. The applicant shall provide detailed design drawings showing all architectural metalwork (balcony rails, transformer enclosure, garage doors, and rail at planting strip,) along with color and materials samples for each.
 - z. The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.
 - aa. There shall be no visible wall penetrations or louvers for HVAC equipment: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen vents lower than 10 feet above ground. The kitchen vents in units on the first floor shall be carried through the roof and located where they are not visible from the public right-of-way. The kitchen vents for units above 10 feet shall be integrated into the design of the 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.
 - bb. The applicant shall provide detailed drawings of the proposed balcony railings, including a floor projections ~~of a minimum of 12"~~ to create a strong sense of depth at these balconies.
 - cc. The applicant shall provide plan and section details of the conditions adjoining the garage door and loading dock. The garage door and loading dock door shall be designed to minimize the projection of light from the garage and loading dock onto the adjoining street.
 - dd. The final materials, details, and color selection shall be reviewed and approved as part of the final site plan review. (P&Z)
21. **CONDITION AMENDED BY STAFF:** If the property is converted to condominiums in the future, house numbers are to be placed on the front and back of each townhouse (at least 3 inches high) including the units which front onto the central courtyard. (P&Z, Police)
22. **CONDITION AMENDED BY STAFF:** Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building.—Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis.

All elevated structures used for this purpose shall be designed to AASHTO H-20 loadings. ~~The current plan does not provide this access. Ladder truck access shall be resolved prior to 1st Final submission.~~(Code)

23. **CONDITION AMENDED BY STAFF:** ~~The applicant shall show compliance with the USBC regarding sound transmission. Based on a history of sound transmission complaints, it is recommended that all dwelling units have a STC rating of at least 60. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis and are subject to the approval of the Director of Code Enforcement.~~ (Code)
24. **CONDITION AMENDED BY STAFF:** For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided to the satisfaction of the Director of Code Enforcement. (Code)
25. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
 - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b. The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.(Code) (DSUP2005-0014)

26. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSUP2005-0014)

27. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES) (DSUP2005-0014)

D. AFFORDABLE HOUSING

28. **CONDITION AMENDED BY STAFF:** Prior to the issuance of the first Certificate of Occupancy, the developer will either (1) make a voluntary contribution of \$2 per gross square foot on the 1.0 FAR gross square feet of permitted ("by right") development and \$4 on the additional 1.5 FAR gross square feet made possible by the SUP, for a total voluntary contribution of \$748,160.00 consistent with the conclusions of the "Developer Housing Contribution Work Group Report" dated May 2005 and accepted by the Alexandria City Council on June 14, 2005, or (2) will provide onsite affordable units on terms satisfactory to the Director of the Office of Housing. ~~The payment shall be made upon issuance of the first Certificate of Occupancy.~~ (Housing)

E. PARKING

29. **CONDITION AMENDED BY STAFF:** The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garage by residents and visitors and discourage single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which shall provide the following:
- a. A minimum of ~~279~~ 256 parking spaces shall be provided within the underground garage. A minimum of ~~36~~ 31 spaces in the underground garage shall be reserved for visitor use and shall include all applicable signage.
 - b. The applicant shall provide controlled access into the underground garages that shall be designed to allow convenient access to the underground parking for residents and visitors.
 - c. Residents of the building shall be ineligible to apply for or receive any residential on-street parking permits.
 - d. A minimum of one parking space for each unit shall be provided within the underground garage as part of the initial and subsequent purchase price for the units.
 - e. Handicap parking spaces shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and/or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only

- be approved through an amendment to the approved site plan.
(T&ES)(P&Z)(Code)
- f. The applicant shall provide controlled access into the underground garage. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents and visitors.
 - g. ~~Parking shall be provided on-site for the live-work units unless otherwise permitted by the Braddock Metro Neighborhood Plan.~~
(T&ES)(P&Z)(Code)
30. The applicant shall be responsible for revising the underground parking garage egress to be right-out only eastbound including all necessary curbing and applicable signage to the satisfaction of the Director's of T&ES and P&Z. (PC)(DSUP2005-0014)
31. **CONDITION AMENDED BY STAFF:** Show turning movements of standard vehicles in the parking structure. ~~and also of tractor with trailer for loading dock /or parking lots.~~ Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
32. **CONDITION ADDED BY STAFF:** Loading zone vehicles shall be WB-40 or smaller. (T&ES)

F. TRANSPORTATION CONDITIONS

33. **CONDITION ADDED BY STAFF:** A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location and telephone number of the coordinator shall be provided to the City at that time, as well as any changes occurring subsequently. The person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES)
34. **CONDITION AMENDED BY STAFF:** A transit incentive program account shall be funded annually at a rate of \$190 per occupied residential unit and \$0.53 per occupied square foot of retail/restaurant use. The first payment to the fund shall be made with the issuance of initial residential Certificate of Occupancy. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the owners/tenants ~~condominiums and/or condominium~~ association. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained by the Director of Transportation and Environmental Services. The Coordinator shall submit biannual TMP Fund Reports to the Office of Transit Services & Programs, showing the activities financed by the fund and enclosing supporting documentation. The transit incentive program fund shall be used exclusively for these approved activities:
- a. Discounting the cost of bus and transit fare media for on-site employees and residents. The discounted bus and rail fare media shall be sold on-site to employees/residents of the project including during hours that are

- convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20% ~~50%~~.
- b. Marketing activities, including advertising, promotional events, etc.
 - c. Application fees for carshare vehicles
 - d. Any other transit incentive activities as may be proposed by the applicant and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures. Transit, ridesharing, staggered work hours/compressed work week and the other program elements shall be promoted to prospective residents and residents in the residential buildings.
 - e. ~~The TMP A Transit Incentive~~ Coordinator shall be ~~designated for condominiums on application for the certificate of occupancy permit. This person will be responsible for implementing and managing all aspects of the Transit Incentive~~ transportation program and the parking management program for the project, and for providing annual reports to the Office of Transit and Programs in the Department of T&ES. The annual reports will include an assessment of the effects of the transit incentives on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any transit incentives accounts, and a work program.
 - f. A survey of the residents/employees modes of transportation shall be conducted once a year and be submitted to the Office of Transit Services & Programs.
 - g. Information about all transit incentive elements shall be distributed and displayed to residents and employees, including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current and displayed ~~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.~~
 - h. As part of the ridesharing and transit marketing efforts, a ridesharing program shall be encouraged and promoted that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts as well as participation in the Guaranteed Ride Home Program.
 - i. ~~A Guaranteed Ride Home Program shall be encouraged and promoted as part of the ridesharing and transit marketing efforts. Provide one time free SmarTrip cards to first time condominium purchasers and retail employees.~~
 - j. 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.
- k. The ~~TMP Transit Incentive~~ Coordinator shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions ~~in a manner and at such locations~~ within the building in a manner acceptable to the condominium association
 - l. The applicant shall participate in any larger Transportation Management Plan and parking efforts for the Braddock Metro area and shall participate with surrounding transportation management plans if requested by the City to the satisfaction of the Directors of T&ES and P&Z.
 - m. In order to promote teleworking, each of the units will be wired for high-speed and wireless internet access.
 - n. Modifications to approved transportation ~~Transit Incentives~~ program activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program. (P&Z)(T&ES)
 - o. As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities. (T&ES)

G. SITE PLAN

- 35. The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z) (DSUP2005-0014)
- 36. As part of the request for a certificate of occupancy permit, the applicant shall submit a building and site location survey to the Department of P&Z for all site improvements, including the below grade garage. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building(s). The certification shall be prepared and sealed by a registered architect or surveyor and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (DSUP2005-0014)
- 37. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type, and location of all utilities on the final site plan. The utilities shall be located underground in vaults which meet Dominion Virginia Power standards. Provide coordinated site utilities including location and direction of service

openings and required clearances for any above grade utilities such as, telephone, HVAC units and cable boxes. Minimize conflicts with plantings, pedestrian areas and major view sheds. Do not locate above grade utilities in open space area. (RP&CA) (DSUP2005-0014)

38. A freestanding subdivision or development sign shall be prohibited. (P&Z) (DSUP2005-0014)
39. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES & P&Z, in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
 - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures; and
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan should cover site, adjacent right-of-way and properties.
 - e. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle minimum maintained. The fixtures should not be flush against the ceiling, but should hang down at least to the crossbeam to provide as much light spread as possible.
 - f. The walls and ceiling in the garage shall be painted white or dyed concrete (white) can be used to increase reflectivity and improve light levels at night.
 - g. Specifications and details for all site lighting, including landscape lighting, pedestrian area, sign(s) and security lighting.
 - h. Photometric site lighting plan that is coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
 - i. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view. (RPC&A) (T&ES)(P&Z) (Police) (DSUP2005-0014)

40. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to the release the final site plan. The plan shall designate a location(s) for off-site and off-street parking for all construction employees during all stages of construction which shall be provided at no cost for the employee parking and may include applicable provisions such as shuttles or other methods deemed necessary by the City. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking, and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) (DSUP2005-0014)
41. The applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers, and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES) (DSUP2005-0014)
42. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES) (DSUP2005-0014)
43. The subdivision plats, easements and/or dedication shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan.(P&Z) (DSUP2005-0014)
44. **CONDITION AMENDED BY STAFF:** The lease agreements or condominium association documents, if the property converts to condominiums in the future, shall disclose to all prospective renters or buyer(s) through the rental or sales literature and documents, rental or sales contracts etc. that the areas subject to public access easements will be owned and maintained by the applicant or COA, and the open space dedicated to the City is accessible to the residents of the community and general public.(P&Z)
45. **CONDITION AMENDED BY STAFF:** In the event the property converts to condominiums in the future, all condominium association covenants shall be reviewed by

the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP ~~prior to applying for the first certificate of occupancy permit for the project~~. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.

- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - d. A public access easement is provided within the central courtyard and is for the use of the general public. The responsibility for the maintenance of the courtyard is the responsibility of the condominium association. The hours for use by the public will be consistent with the Department of Parks, Recreation and Cultural Activities hours for public parks during hours normally associated with residential use.
 - e. All landscaping and open space areas within the development shall be maintained by the homeowners and condominium owners.
 - f. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - g. The developer shall notify prospective buyers, in its marketing materials, that the mid-block alley is private and that all on-site storm sewers are private and will be maintained by the condominium owner's association.
 - h. The developer shall present a disclosure statement to all renters, and/or condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following: that the site is located within the heart of an urban area and proximate to the Metrorail track and other railway operations. These uses will continue indefinitely and will generate noise, and heavy truck and vehicular traffic surrounding the project.
 - i. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. (P&Z)
46. **CONDITION AMENDED BY STAFF:** Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The applicant or Condominium association, if applicable, shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition. (T&ES)

47. Exterior changes or additions to the building shall not be permitted without approval of City Council or the Director of P&Z, as determined by the Director. (P&Z)
48. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Director of P&Z, as determined by the Director. (P&Z) (DSUP2005-0014)
49. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance transit capital projects or transit operating programs and services, which would serve all owners of property within this development, the condominium association shall be required to participate in the district, so long as participation is uniformly applied to all owners within the new district. (P&Z) (DSUP2005-0014)
50. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a permanent certificate of occupancy permit for the building. (P&Z) (DSUP2005-0014)
51. **CONDITION AMENDED BY STAFF:** In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan. If the City of Alexandria provides solid waste collection services, all refuse/recycling shall be placed at the City Right-of-Way. (T&ES)
52. **CONDITION AMENDED BY STAFF:** The developer ~~shall agree to~~ deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
53. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES) (DSUP2005-0014)
54. **CONDITION ADDED BY STAFF:** No overhangs (decks, bays, columns, posts or other obstructions) shall protrude into public Rights-of-Ways, public easements and pedestrian or vehicular travel ways unless otherwise permitted by City code. (T&ES)
55. **CONDITION ADDED BY STAFF:** All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)

56. **CONDITION ADDED BY STAFF:** Install countdown pedestrian signals and PRISMA accessible push buttons at the intersections of West and Wythe and West and Pendleton Streets.(T&ES)
57. **CONDITION ADDED BY STAFF:** The slope on the parking ramp to garage entrance shall not exceed 16 percent. The applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
58. **CONDITION ADDED BY STAFF:** The applicant shall furnish and install two 4” conduits with pull wires and junction boxes located at a maximum interval of 300’ underneath the sidewalks and around the perimeter of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word “TRAFFIC” engraved in it. (T&ES)
59. The proposed alley shall serve as an Emergency Vehicle Easement (EVE). Clearly define the 22 foot wide Emergency Vehicle Easement on the plan. Turning radii for the Emergency Vehicle Easement does not meet the minimum R-25 radii. Revise radii or demonstrate that the proposed radius permits access for emergency vehicles to the satisfaction of the Director of Code Enforcement. (Code) (DSUP2005-0014)
60. **CONDITION AMENDED BY STAFF:** A pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading shall be designed using California Bearing Ratio (CBR) determined through geotechnical investigation using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications or to the satisfaction of the Director of T&ES. ~~Provide City standard pavement for emergency vehicle easements.~~ (T&ES)
61. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standards. (T&ES) (DSUP2005-0014)
62. A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained. Additional curb cuts at this location are not recommended as they impede traffic flow. (T&ES) (DSUP2005-0014)
63. **CONDITION AMENDED BY STAFF:** If the City’s existing public infrastructure, including but not limited to streets, alleyways, driveway aprons, sanitary and storm sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures are in a state of disrepair and/or missing adjacent to the proposed development and/or damaged during construction or patch work required for utility installation then the applicant shall be responsible for construction / installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of the Director or T&ES. ~~Replae existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken.~~ (T&ES)

64. **CONDITION AMENDED BY STAFF:** Prior to the release of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purposes; however, the amended Traffic Control Plan, if required by the Director of T&ES shall be submitted to the Director of T&ES with the permit application. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
65. **CONDITION AMENDED BY STAFF:** The applicant shall notify prospective renters and/or buyers, in its marketing materials and rental / homeowner documents, that the mid-block crossing street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the alley is a private street and that storm sewers located within the site are private. (T&ES)
66. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES) (DSUP2005-0014)
67. Provide sight distance in conformance with AASHTO standards at all driveway entrances and street intersections.(T&ES) (DSUP2005-0014)
68. The minimum diameter for public storm sewers is 18-inches. The minimum diameter for public sanitary sewer is 10-inches. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES) (DSUP2005-0014)
69. Show all existing and proposed easements, both public and private. (T&ES) (DSUP2005-0014)
70. The project lies within the Combined Sewer District thus stormwater management and compliance with the City's Chesapeake Bay program must be coordinated with the City's policy for management of the Combined Sewer District. All proposed sanitary laterals shall be connected to the Potomac Yard Trunk Sewer located in N. Fayette Street.(T&ES) (DSUP2005-0014)
71. **CONDITION ADDED BY STAFF:** All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
72. The limits of excavation relative to the property lines are of concern. Any structural elements that extend into right of way, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES) (DSUP2005-0014)

73. Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. (Code) (DSUP2005-0014)
74. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheet on the site plan. (T&ES) (DSUP2005-0014)
75. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner’s other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSUP2005-0014)
76. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. A note to this effect shall be included under General Notes on Sheet 2. (T&ES) (DSUP2005-0014)
77. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property and becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSUP2005-0014)
78. Depict and label all utilities and the direction of service openings on above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. All utilities including but not limited to transformers, telephone and cable boxes shall be screened and shall not be visible from the adjoining streets and shall not conflict with the northern pedestrian connection. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type and location of all utilities on the final site plan. If the utilities cannot be located as outlined above, the utilities shall be located underground in vaults which meet Virginia Power standards. (P&Z) (RP&CA) (DSUP2005-0014)
79. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for all construction trailer(s) as soon as they are in place. (Police) (DSUP2005-0014)

80. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (DSUP2005-0014)
81. **CONDITION ADDED BY STAFF:** Submit an approvable construction phasing plan to the satisfaction of the Director of T&ES, which will allow review, approval and partial release of the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. (T&ES)
82. **CONDITION ADDED BY STAFF:** No major construction staging shall be allowed from public right of ways, to the satisfaction of the Director of T&ES. Applicant to meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
83. **CONDITION ADDED BY STAFF:** The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES. (T&ES)

H. ARCHEOLOGY

84. **CONDITION AMENDED BY STAFF:** All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance. ~~All archaeological work shall be carried out in accordance with the *City of Alexandria Archaeological Standards* and is subject to the approval of the City Archaeologist.~~ (Arch)
85. **CONDITION DELETED BY STAFF:** ~~The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.~~(Arch) (DSUP2005-0014)
86. **CONDITION AMENDED BY STAFF:** To insure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to complete a Documentary Study for this property prior to the first submission of the final site plan. The applicant shall contact Alexandria Archaeology ~~shall be contacted~~ to obtain a scope of work for this study. If the Documentary Study indicates that the property has the potential to yield significant buried resources, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation ~~will be required~~. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Arch)

87. **CONDITION AMENDED BY STAFF:** The statements in the archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, Landscaping, Utilities and Sheeting and Shoring) so that on-site contractors are aware of the requirements:
- a. All archaeological preservation measures must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a Resource Management Plan must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399.
 - b. The applicant shall contact Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
 - c. The applicant shall not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.(Arch)
88. **CONDITION ADDED BY STAFF:** The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place. (Arch)
89. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.(Arch) (DSUP2005-0014)
90. ~~**CONDITION DELETED BY STAFF:** If warranted by the City Archaeologist, the developer will erect a historic marker on the property according to specifications provided by Alexandria Archaeology. The marker will highlight the historical and archaeological significance of the property. (Arch) (DSUP2005-0014)~~
91. ~~**CONDITION DELETED BY STAFF:** If warranted by the City Archaeologist, the developer will produce a booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology. (Arch) (DSUP2005-0014)~~
92. ~~**CONDITION DELETED BY STAFF:** The archeological condition shall appear in the General Notes of all site plans and on each site plan sheet that involves any demolition or ground disturbing activity (include sheeting and shoring and grading). This will insure that on-site contractors are aware of the requirements. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology. (Arch) (DSUP2005-0014)~~

I. STORMWATER

93. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES) (DSUP2005-0014)
94. **CONDITION AMENDED BY STAFF:** The project site lies within the City's ~~Hooff's~~ ~~Rum~~ Combined Sewer District. Proposed stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with City's policy for management of storm water discharge within the Combined Sewer District. (T&ES)
95. **CONDITION AMENDED BY STAFF:** The storm water collection system is located within the Timber Branch Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
96. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) (DSUP2005-0014)
97. **CONDITION AMENDED BY STAFF:** The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. Applicant's BMP is treating 1.503 ~~1.502~~ acres of the water quality volume being generated. There remains 0.106 ~~0.107~~ acres of impervious surface, from which the water quality volume is not being treated. Applicant ~~shall is encouraged to carefully~~ explore mechanisms to treat this volume. If the applicant can demonstrate that it is not possible to treat this volume, the ~~Should this be impossible,~~ applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To justify employing the equivalency option ~~either option~~, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Claudia Hamblin-Katnik, Watershed Program Administrator, 301 King Street, Room 3000, Alexandria, VA 22314 outlining this intent. (T&ES)

98. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES) (DSUP2005-0014)
99. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the condominium association (COA) if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the COA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the COA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES) (DSUP2005-0014)
100. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES) (DSUP2005-0014)
101. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) (DSUP2005-0014)
102. If units will be sold as individual units and a condominium association (COA) established the following two conditions shall apply:
 - a. **The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual** for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. **The Developer shall furnish each home purchaser** with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Condominium association (COA) with respect to maintenance requirements. Upon activation of the COA, the Developer shall furnish five copies of the brochure per unit to the COA for distribution to subsequent homeowners.

Otherwise the following condition applies:

The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES) (DSUP2005-0014)

103. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES) (DSUP2005-0014)
104. ~~**CONDITION DELETED BY STAFF:** The project is located in the Braddock West Watershed. Provide an additional 10% detention of the ten year pre-development discharge. (T&ES) (DSUP2005-0014)~~
105. **CONDITION AMENDED BY STAFF:** All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
106. ~~**CONDITION DELETED BY STAFF:** Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) (DSUP2005-0014)~~
107. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES) (DSUP2005-0014)
108. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES) (DSUP2005-0014)
109. **CONDITION AMENDED BY STAFF:** While the plan indicates no known contamination on this site, the Leaking Underground Storage Tank list sites a previously leaking, closed tank on site and an active gasoline tank on site. The plan shows a monitoring well. Thus, due to historic uses at the site and the potential for contamination,

the following conditions shall be included and the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES: The preliminary site plan shall not be approved until approval of a Phase I site assessment is received and approved by the Director of Transportation and Environmental Services.

- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
- b. Submit a Risk Assessment indicating any risks associated with the contamination.
- c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.
- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

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

110. **CONDITION DELETED BY STAFF:** ~~The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:~~

- a. ~~Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.~~
- b. ~~Submit a Risk Assessment indicating any risks associated with the contamination.~~
- c. ~~Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.~~
- d. ~~Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.~~
- e. ~~Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) (DSUP2005-0014)~~

111. **CONDITION AMENDED BY STAFF:** Depending upon the Extent of Contamination Study and the Remediation Plan, ~~contamination revealed in the Phase II analysis,~~ the applicant or its agent may be required to furnish each prospective renter and /or buyer with a statement disclosing the prior history of the Payne Street Condominium site, including previous environmental conditions and *on-going* remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
112. **CONDITION AMENDED BY STAFF:** ~~Due to historic uses at the site and potential for contamination, the following condition shall be included:~~
- a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. This requirement may be superseded by the remediation plan once submitted and approved. (T&ES)

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

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services:

- F-1 **FINDING ADDED BY STAFF:** Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets.
- F-2 **FINDING ADDED BY STAFF:** The plan shall show sanitary and storm sewer and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles.
- F-3 **FINDING ADDED BY STAFF:** The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown.
- F-4 **FINDING ADDED BY STAFF:** Include all symbols, abbreviations, and line types in the legend.
- F-5 **FINDING ADDED BY STAFF:** All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15-inches. The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). *Include this condition on all plans.*

- F-6 **FINDING ADDED BY STAFF:** All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. *Include this condition on all plans.*
- F-7 **FINDING ADDED BY STAFF:** Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.
- F-8 **FINDING ADDED BY STAFF:** Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main crosses over or under a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete.
- F-9 **FINDING ADDED BY STAFF:** No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place.
- F-10 **FINDING ADDED BY STAFF:** Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without

leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities.

- F-11 **FINDING ADDED BY STAFF:** Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths.
- F-12 **FINDING ADDED BY STAFF:** Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains.
- F-13 **FINDING ADDED BY STAFF:** Provide a geotechnical report, including recommendations from a geotechnical engineer for proposed cut slopes and embankments.
- F-14 **FINDING DELETED BY STAFF:** ~~Provide size of gas main and connection to the gas main and all utilities.~~
- F-15 **FINDING DELETED BY STAFF:** ~~Additional storm sewer inlets will be required at low points in the right of way.~~
- F-16 **FINDING DELETED BY STAFF:** ~~Identify type and location of solid waste collection.~~
- F-17 **FINDING ADDED BY STAFF:** The BMP calculations for this amendment are the same as the calculations of the previous plan. The applicant has added a minor amount of impervious surface and there is an expectation that these calculations would change. Carefully assess modifications and their implications for impervious surface calculations.
- C-1 **CODE REQUIREMENT ADDED BY STAFF:** Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present.
- C-2 **CODE REQUIREMENT ADDED BY STAFF:** Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate 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; therefore, the applicant shall provide an additional 10%

storage of the pre-development flows in this watershed to meet detention requirements.

- C-3 **CODE REQUIREMENT ADDED BY STAFF:** Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria’s web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO).
- C-4 **CODE REQUIREMENT ADDED BY STAFF:** In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007.
- C-5 **CODE REQUIREMENT ADDED BY STAFF:** Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website.
- C-6 **CODE REQUIREMENT ADDED BY STAFF:** Solid Waste and Recycling Condition: The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's “Solid Waste and Recyclable Materials Storage Space Guidelines”, or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132.
- C-7 **CODE REQUIREMENT ADDED BY STAFF:** The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement.
- C-8 **CODE REQUIREMENT ADDED BY STAFF:** The applicant will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C-9 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone)

coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.

- C-10 A performance bond to guarantee installation of the required public improvements must be posted prior to release of the plan.
- C-11 **CODE REQUIREMENT DELETED BY STAFF:** ~~All downspouts must be connected to a storm sewer by continuous underground pipe.~~
- C-12 The sanitary sewer tap fee must be paid prior to release of the plan.
- C-13 **CODE REQUIREMENT DELETED BY STAFF:** ~~All easements and/or dedications must be recorded prior to release of the plan.~~
- C-14 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-15 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-16 All utilities serving this site to be placed underground.
- C-17 **CODE REQUIREMENT DELETED BY STAFF:** ~~Provide site lighting plan to meet minimum city standards.~~
- C-18 **CODE REQUIREMENT DELETED BY STAFF:** ~~Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.~~
- C-19 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-20 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-21 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-22 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the

Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

- C-23 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement:

- F-1 **FINDING ADDED BY STAFF:** The plans show two FDC's that are impeded by landscaping. The FDC's area located: 1- on Payne Street near the intersection of Payne Street and Wythe Street and 2- on Fayette Street next to the EVE. Landscaping shall not block the visibility of FDC's from the Emergency Vehicle Easement. The applicant indicates that FDC locations will be determined when the suppression system is designed and the obstruction issue will be addressed at that time. The FDC's shall be determined during the site plan review process prior to the design of the suppression system and FDC's shall not be impeded by landscaping.
- F-2 **FINDING DELETED BY STAFF:** ~~Parking table is incorrect. Table lists 205 handicap spaces and 5 handicap spaces. Finding resolved, table corrected.~~
- F-3 **FINDING DELETED BY STAFF:** ~~Provide grade of walk to ADA accessible entrance for mid-rise condominium. Finding resolved, grades labeled as 2%.~~
- F-4 **FINDING DELETED BY STAFF:** ~~Identify if all fire sprinkler systems are to be served by one fire line. If this is not the case, additional fire lines are required. Per applicant, one line will serve all buildings. One fire line provided. Finding resolved.~~
- F-5 **FINDING DELETED BY STAFF:** ~~Identify if three story condominiums are served by a single fire sprinkler system or two independent sprinkler systems. If two independent systems are proposed, additional siamese connections will be required. If a single fire sprinkler system is to serve both three story condominiums, relocate Wythe Street FDC to the Payne Street side of the structure. Per applicant, fire systems for 3 story structures will be part of one system for the entire site, therefore, the FDC located at the corner of the proposed EVE and Fayette Street may be removed. A single FDC for each three story structure will be sufficient. There will be no changes for the number of FDCs on the mid-rise structure.~~
- F-6 **FINDING DELETED BY STAFF:** ~~Garage vent and transformer vault are located in the Emergency Vehicle Easement (EVE). Relocate both structures out of the EVE. Locations of both components have been consolidated and located on one side of the EVE to the satisfaction of the Director of Code Enforcement. Finding resolved.~~

- F-7 ~~**FINDING DELETED BY STAFF:** Relocate siamese connection facing EVE for mid-rise building to the Payne Street side. FDC relocated, finding resolved.~~
- F-8 ~~**FINDING DELETED BY STAFF:** Relocate siamese connection facing EVE for three story building to the Fayette Street side. Based upon F-4 above, this FDC may be removed.~~
- F-9 ~~**FINDING DELETED BY STAFF:** Provide construction type for garage and NFPA design standard for fire protection plan for Building Code Analysis on Sheet 7. Data provided, Finding resolved.~~
- F-10 ~~**FINDING DELETED BY STAFF:** Relocate 2 handicap parking spaces by ramp in garage over to elevator lobby on Sheet A-1.2. Parking spaces have not been located. Current location provides an excessive travel distance to an ADA accessible entrance. Relocate spaces.~~
- C-1 ~~**CODE REQUIREMENT AMENDED BY STAFF:** Fire suppression systems shall be installed in building and structures of Use Group B, when > 50' in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.3.1). The structures will be fully sprinklered NFPA 13, code requirement met. An automatic fire suppression system will be required for the structures and garage. Condition met.~~
- C-2 ~~**CODE REQUIREMENT DELETED BY STAFF:** Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement for each building where required. See F-4 and F-7 above.~~
- C-3 ~~**CODE REQUIREMENT DELETED BY STAFF:** A separate tap is required for each building fire service connection. One tap provided for system serving entire complex. Condition met.~~
- C-4 ~~**CODE REQUIREMENT AMENDED BY STAFF:** The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. The EVE shall be properly identified on the fire safety plan (sheet 6 of 7). Sign legend does not show Fire Lane signs. Provide proper symbol.~~
- C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant.

- C-6 **CODE REQUIREMENT DELETED BY STAFF:** ~~The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. Condition met.~~
- C-7 **CODE REQUIREMENT DELETED BY STAFF:** ~~The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. See C-4 above.~~
- C-8 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged by applicant but not submitted.
- C-9 **CODE REQUIREMENT DELETED BY STAFF:** ~~A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. Acknowledged by applicant.~~
- C-10 This structure contains mixed use groups [R, Residential B; S-2, Low-Hazard Storage (public garage, group 2)] and is subject to the mixed use and occupancy requirements of USBC 302.3 Acknowledged by applicant.
- C-11 **CODE REQUIREMENT AMENDED BY STAFF:** Required exists, parking, and facilities shall be accessible for person with disabilities. ~~Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. Acknowledged by applicant.~~
- C-12 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). Code Requirement met.
- C-13 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. Acknowledged by applicant.
- C-14 **CODE REQUIREMENT DELETED BY STAFF:** ~~Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. Acknowledged by applicant.~~
- C-15 **CODE REQUIREMENT DELETED BY STAFF:** ~~Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Condition met, note provided.~~

- C-16 **CODE REQUIREMENT DELETED BY STAFF:** ~~Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.~~
- C-17 **CODE REQUIREMENT ADDED BY STAFF:** If > 30" above finished grade porches must have guardrails on open sides. Guardrails and intermediate rails must comply with USBC 1012.1. Acknowledged by applicant.
- C-18 **CODE REQUIREMENT ADDED BY STAFF:** A soils report must be submitted with the building permit application. Acknowledged by applicant.
- C-19 **CODE REQUIREMENT ADDED BY STAFF:** Stairs must comply with USBC. Stairways of 3 or more risers require handrails. Acknowledged by applicant.
- C-20 **CODE REQUIREMENT ADDED BY STAFF:** Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1019.1.7. Acknowledged by applicant.

Police Department:

- R-1 The design of the garage should be open, which will allow:
1. Natural light into the garage area.
 2. The ability to be heard throughout the deck and surrounding area.
 3. The elimination of hiding places.
 4. Use less concrete to allow for natural light to enter and give the deck a feeling of openness.
- R-2 Design stairwells to be open/visible without solid walls - where you can see into and out of the stairwell as well as having the ability to see from one landing to the next from within the stairwell.
- R-3 Activity is usually going to be lacking in an alleyway. For this reason natural surveillance becomes a fundamental issue in ensuring safety along alleyways.
- R-4 The lighting for the guest spaces located in the alleyway bisecting the condo building from the stacked townhouses and surface lot and all common areas is recommended to be a minimum of 2.0 foot candles minimum maintained.

Historic Alexandria (Archaeology):

- F-1 This block was part of an African American neighborhood during the late 18th and early 19th centuries. Historical maps indicate that a residence was present on the property by the early 20th century. Additional documentary research is needed to determine if significant archaeological resource will be disturbed by this development project.

IX. ATTACHMENTS

A. *Graphics*



Figure 7: Site Plan in Aerial



Figure 8: North Payne Street Elevation



Figure 9: Wythe Street Elevation



Figure 10: North Fayette Street Elevation



Figure 11: Pendleton Street Elevation



Figure 12: View from North Fayette and Wythe Streets



Figure 13: View from North Payne and Pendleton Streets



Figure 14: View from Pendleton Street

B. Transportation Management Plan – Attachment

The Payne Street Condominiums site is within the Braddock Metro Station boundaries and is located approximately 856 feet from the metro station. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Office of Transit Services & Programs proposes for Payne Street Condominiums mixed use:

General Information on the Project

Payne Street Condominiums

621 North Payne Street
Alexandria, Virginia 22314

- Project scheduled to be completed by **(Year)**.

Transportation Management Plan

Note: ① = Symbol and number indicates milestones for incorporation into Permit Plan for monitoring.

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

The Transportation Management Program for Payne Street Condominiums consists of 5 parts:

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

1. Goal and Evaluation of the TMP

- a. Payne Street Condominiums site is located approximately 856 feet from the Braddock road Metro Station. Several DASH and Metro bus lines servicing the site provide connection to the nearby King Street Metro Station and the VRE commuter train station. The site also has immediate access to the on-street bikeway on Braddock Road, which is part of the City's bike path network. In view of this accessibility to transit, the TMP goal is 50%, which is above the percentage for non-SOV commuters in the most recently available United States Census.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents and tenants, as well as retail employees, to switch to transit as opposed to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal. The fund report and survey are covered under paragraph 3., sections c., d. and e.

2. TMP Organization and Funding

- a. The developer has agreed to establish an owners/tenant's association (the TMP Association) to manage and implement the TMP on behalf of the residents of the project. The City of Alexandria Office of Transit Services & Programs (OTS&P) may assist the TMP Association.
- b. An Annual Work Plan will be developed by the TMP Association and approved by the Office of Transit Services & Programs. This work plan will be due on January 15 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. The annual rates for the fund are established in paragraph 3.c. of this same document. The rates will be adjusted yearly as per the consumer price index (CPI).

3. Transportation Management Plan

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

| Use | Units | Square Feet ¹ |
|-------------|-------|--------------------------|
| Retail | — | 3,225 |
| Restaurant | — | 1,100 |
| Residential | 206 | — |

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

- i. **①** A TMP Coordinator shall be designated for the entire project *upon application for the initial building permit*. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees.
- iii. Printed information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
- iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
- v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.

¹ Gross square feet.

- vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents and the TMP Coordinator will arrange with any carshare company for placement of vehicles in this project. Currently Zipcar has vehicles in the Alexandria area. For those individuals who 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.
- vii. Discounted bus and rail fare media shall be sold on-site to residents of the project including during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **② TMP Fund:** The annual rate for the TMP Fund account is calculated based on the TMP goal established for Payne Street Condominiums, the project's size and the benefits to be offered to participating residents. Based on a 50% non-SOV goal for the proposed project, a monthly benefit rate is established at the initial annual contribution levels of \$190.00 per residential unit and \$0.53 per square foot of retail and restaurant uses. This preliminary rate may change when the Braddock Road Metro Station Transit Management District is established. *The first payment to the fund shall be made with the issuance of initial Certificate of Occupancy.* Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement to the owners of the condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:
 - i. Discounting the cost of bus and transit fare media for on-site employees and residents. Exception: The fund shall not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
 - ii. Subsidies to transit providers.
 - iii. Marketing activities, including advertising, promotional events, etc.
 - iv. Bicycle lockers for residents.
 - v. Membership and application fees for carshare vehicles.

- vi. Participate in air quality/ozone action day programs.
 - vii. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
- c. **Unencumbered Funds:** As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
- d. ③ The TMP Association will provide semi-annual TMP Fund reports to the Office of Transit Services and Programs. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. *The first report will be due six months following the issuance of the first certificate of occupancy.* The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Association has not made reasonable effort to use the funds for TMP activities.
- e. ④ The TMP Association shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the summary results of the annual survey, together with the raw data, and a work program for the following year. *The initial report shall be submitted after 100 certificates of occupancy had been issued to Payne Street Condominiums.* The annual report shall identify, as of the end of the reporting period, the number of units and the amount of square footage of occupied office and retail space. In conjunction with the survey, the TMP Association shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP 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.

- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP have flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

Payne Street Condominiums shall integrate into the Braddock Road Metro Station Transit Management District when it is organized. All TMP holders in the Braddock Metro Station area will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

- a. **5** *Prior to any lease/purchase agreements*, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such *language to be reviewed and approved by the City Attorney’s office*.
- b. As required under the Zoning code, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all their heirs, successors and assigns.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.