



Master Plan Amendment #2020-00002
Rezoning #2020-00001
Development Special Use Permit #2019-00028
Transportation Management Plan SUP#2020-00009
701 North Henry Street

Application	General Data	
Project Name: 701 North Henry Street	PC Hearing:	June 25, 2020
	CC Hearing:	July 7, 2020
	If approved, DSUP Expiration:	July 7, 2023
	Plan Acreage:	
Location: 701 North Henry Street	Current Zone:	CSL/Commercial Service Low
	Proposed Zone	CRMU-M/Commercial Residential Mixed Use (Medium)
	Proposed Use:	Multi-Family Residential with Retail
	Dwelling Units:	94
	Gross Floor Area:	95,995 SF (residential & retail) 138,820 SF (w/ parking garage)
Applicant: Avanti HG 701 LLC., represented by M. Catherine Puskar, Attorney	Small Area Plan:	Braddock Metro Neighborhood Plan
	Historic District:	N/A
	Green Building:	Compliance with City's 2009 Green Building Policy

Purpose of Application
Consideration of a request to demolish an existing commercial business and warehouse to construct a 94-unit multi-family residential building with underground parking and ground floor retail ready space.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. Master Plan Amendment to amend the Braddock Metro Neighborhood Plan (BMNP) to update the Development Table to reflect the proposed rezoning and increase in density; 2. Rezoning request to amend the zoning from CSL to CRMU-M; 3. Development Special Use Permit with Site Plan to construct a 94-unit multifamily residential building with below grade parking and retail-ready ground floor area; 4. Special Use Permits for an increase in the floor area ratio to 2.0 and for an increase in density in exchange for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance; 5. Modification to the street tree spacing requirements in the Landscape Guidelines; and a 6. Transportation Management Plan Special Use Permit.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert M. Kerns, AICP, Chief of Development; robert.kerns@alexandriava.gov Tom Canfield, AIA, City Architect; tom.canfield@alexandriava.gov

Dirk H. Geratz, AICP, Principal Planner; dirk.geratz@alexandriava.gov
Abigail Harwell, Urban Planner III; abigail.harwell@alexandriava.gov

CITY COUNCIL ACTION, JULY 7, 2020: City Council approved the Planning Commission recommendation with the following amendments:

New Condition 8(i) stating: If a legal mechanism is able to be achieved to have an 8 ft. fence or wall within one year of the date of approval, the applicant shall install an 8 ft fence rather than the proposed 6 ft fence shown on the plans, prior to the certificate of occupancy.

New Condition 44(a) stating: Subject to agreement by the neighbors and access to their property, the applicant shall at its expense, underground the utilities serving the homes along North Patrick Street.

Amendment to Condition 95(k) to read as follows: Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Council.

PLANNING COMMISSION ACTION, JUNE 25, 2020: On a motion by Commissioner Koenig, seconded by Commissioner McMahon, the Planning Commission voted to recommend approval to adopt a resolution for Master Plan Amendment #2020-00002. The motion carried on a vote of 6 to 1, with Commissioner Brown voting against.

On a motion by Commissioner Koenig, seconded by Commissioner McMahon, the Planning Commission voted to recommend approval of Rezoning #2020-00001, Development Special Use Permit #2019-00028, and Transportation Management Plan Special Use Permit #2020-00009, as amended, subject to all applicable codes, ordinance, and staff recommendations. The motion carried on a vote of 6 to 1, with Commissioner Brown voting against.

Reason: The Planning Commission agreed with the staff analysis and with the recommended changes to the conditions as shown below:

Condition 1

The Final Site Plan shall be in substantial conformance with the preliminary plan dated March 23, 2020 and the exhibit shown by the applicant at the June 25, 2020 Planning Commission meeting, and comply with the following conditions of approval. (PC)

Condition 99(d) (New condition)

Prior to occupancy, the applicant shall obtain any necessary zoning approvals.

Chairman Macek is supportive of the project and found it to be consistent with the Braddock Metro Neighborhood. He found that the development adds the needed density sought through the small area plan and includes architectural features that are an asset to the neighborhood, as well as the addition of affordable units. He believes that setbacks were addressed appropriately and noted the site constraints that resulted in tradeoffs between green space along North Henry Street and the setbacks from the residential properties.

Commissioner Koenig also supports the project and concurred with Chairman Macek that the project is consistent with intent the Braddock Metro Neighborhood plan and a positive step of successfully implementing the plan. He supported the courtyard and shoulders in addressing the plan, and that there are an array of public benefits coming from this project.

Commissioner McMahon supports the projects, agreeing the other Commissioner's points. She highlighted how the project is adding needed density within a Metro location. She feels the difference in height between this project and the neighboring properties are similar to other projects found in the area and were not detrimental to the quality of life to the area.

Commissioner McMahon found the improvements to the pedestrian walkability of the site are key aspects to the urban design goals of the small area plan. She hopes that continued coordination between the applicant and neighbors during construction, including the applicant willingness to provide undergrounding of utilities, will result in improvements and benefits for the neighborhood.

Commissioner Lyle agreed with her colleagues and their comments, supporting the project. She reiterated the benefit to the community of the applicant's offer to underground utilities, and that the City's restrictions on and enforcement of construction hours will help minimize the impacts of construction on the neighbors.

Commissioner Wasowski supports the project, agreeing with many of the points made by the other Commissioners. Seeing how the existing uses need to be replaced, she stated there needs to be balance between economically viable development, meeting the goals of the small area plan and building appropriately for the neighborhood. She found that urban areas have variety in heights, and quality of the architecture and building styles have a long-term impact on the area more than a buildings' height.

Commissioner Brown stated that he does not support the project. He believes a project should go beyond meeting the minimum development standards and plan requirements, which was not done for the subject proposal, that the rezoning request has the characteristics of spot zoning, and a coordinated development rather than individual site development would be more appropriate when up-zoning. He thinks the vibrancy goals of the small area do not adequately address retail at this site nor does the potential retail contribute to this goal sufficiently.

Commissioner Brown does not believe the significant increase in land value from the rezoning for this project equates to what the applicant is contributing as a public benefit, and he did not agree on how height is being interpreted for the site. He reiterated that the exclusion for lavatories is not appropriate in mixed-use development.

Commissioner Goebel supports the project and agreed with many of the statements made by the other Commissioners. He appreciated the additional refinements being made to the architecture presented by the applicant.

Speakers:

Jariel Rendell, of 718 N Patrick Street, expressed his concerns with the proposal. Mr. Rendell emphasized the location of this site adjacent to the Parker-Gray Historic District, and did not feel that the project's height and mass was appropriate. He was concerned that the project had not received the appropriate review and questioned the project's setback requirements. He requested that additional time for neighbor engagement before a decision is made.

Isabelle Zorro, of 722 N Patrick Street, has lived at her home since 1995 and was concerned with the project's height at the rear of her home. She felt that there is nothing like this project in the area, and would add too much density to the area. Ms. Zorro requested that the building be not as tall and little more room between her backyard and the construction.

Ricardo Zorro, of 722 N Patrick Street, expressed his concern with the construction process, with the noise, vibration and dust that would disturbing them, and feels that the proposed height would affect their rear yard privacy. He does not like the affects of the existing restaurants in the area near his home, and thinks this additional construction would add to the existing issues. Mr. Zorro stated that 5-stories was too high and that it wasn't appropriate for the area.

Ronald Carter, of 722 N Patrick Street, echoed his neighbor's comments and concerns. He works at night, and expressed concern with the impacts from construction. Mr. Carter had concern with the height of the building and impacts to privacy their privacy.

Bernice (Stephanie) Johnson, of 720 N Patrick Street, has lived in the neighborhood for over 50 years and lives in the home that her parents purchased. She isn't against new development, but is concerned that the proposed development would tower over the residential homes. She appreciated the applicant's willingness to provide undergrounding of utilities, but has concern with the proposed size of the building, the affordable housing being provided, and changes to the Parker-Gray Historic District.

Anita Sachariah, 1012 Wythe Street, lives across the street from the proposed project. She supports her neighbor's comments and questioned the community engagement for this project. She believes the project is out of character and too tall for the area, and that it will contribute to traffic. Ms. Sachariah was concerned that the construction would restrict access to the residential parking of adjacent properties and the noise associated with construction. She feels that there is too much construction going on in this area, there are too many vacant retail spaces, and that a pause is needed for this project given the existing economy and pandemic situation. She questioned who would live there and the services for the residents, including if the school system could accommodate the additional children who live here. She challenges the need for such a large development and this type of development at this time.

Rebecca Seifried expressed her concern with the size of the development, increases in density and traffic caused by the project.

Cathy Puskar, representing the applicant, discussed the applicant's community engagement including a Braddock Metro Citizens Coalition meeting on January 7, 2020, a meeting with BIAG on February 26th, hosting of the property on April 6th, and follow-up with the neighbors

after the deferral on June 2nd. Ms. Puskar gave a presentation, describing the existing property development and setback to neighboring properties, and discussed the BMNP small area plan's development guidelines. She showed an aerial of the area indicating that the neighboring properties homes, and that the project had setbacks away from the property line compared to the existing building. Ms. Puskar stated that the project would be eliminating two of the three existing curb cuts, are improving and widening the sidewalks, and undergrounding utilities.

Due to concerns raised about the existing utility lines between the development and neighboring properties, the applicant was willing to underground the neighbor's utility lines if they were to all agree, as it would result in construction on their properties. Responding to noise and construction concerns, she said they would comply with the City's conditions and requirements for construction, as well as the pre-construction meetings to inform the neighbors of the sequencing and timing of construction. The project at 400 N Washington was compared to the proposed project, indicating that the setbacks and height were comparable or improved in comparison. An exhibit was shown reflecting some minor revisions to the exterior of the building, including the addition of Juliet balconies, increased mechanical penthouse shields on the north and south sides of the west façade, additional lighting, and refined building materials. Responding to questions sent by Commissioner Brown, Ms. Puskar discussed a contribution comparison between the existing CSL zoning and proposed CRMU-M zoning, emphasizing the community benefits coming from the project.

Ginger Courtney, of 720 N Henry Street, would like to see more greenspace being provided along North Henry and around the building, similar to other developments in the area. She asked for clarification on the retail being proposed and the required setbacks, and how this issue would be addressed in the future if the building is already built.

Ms. Puskar requested that the proposed revisions to the building exterior as shown in her presentation be included with the approval of the project, by amending Condition #1 to reference the exhibit shown. She also clarified that she spoke to Ms. Courtney and that streetscape was designed as proposed to reflect the pattern of the neighborhood, but that the applicant could go either way on providing more greenspace.

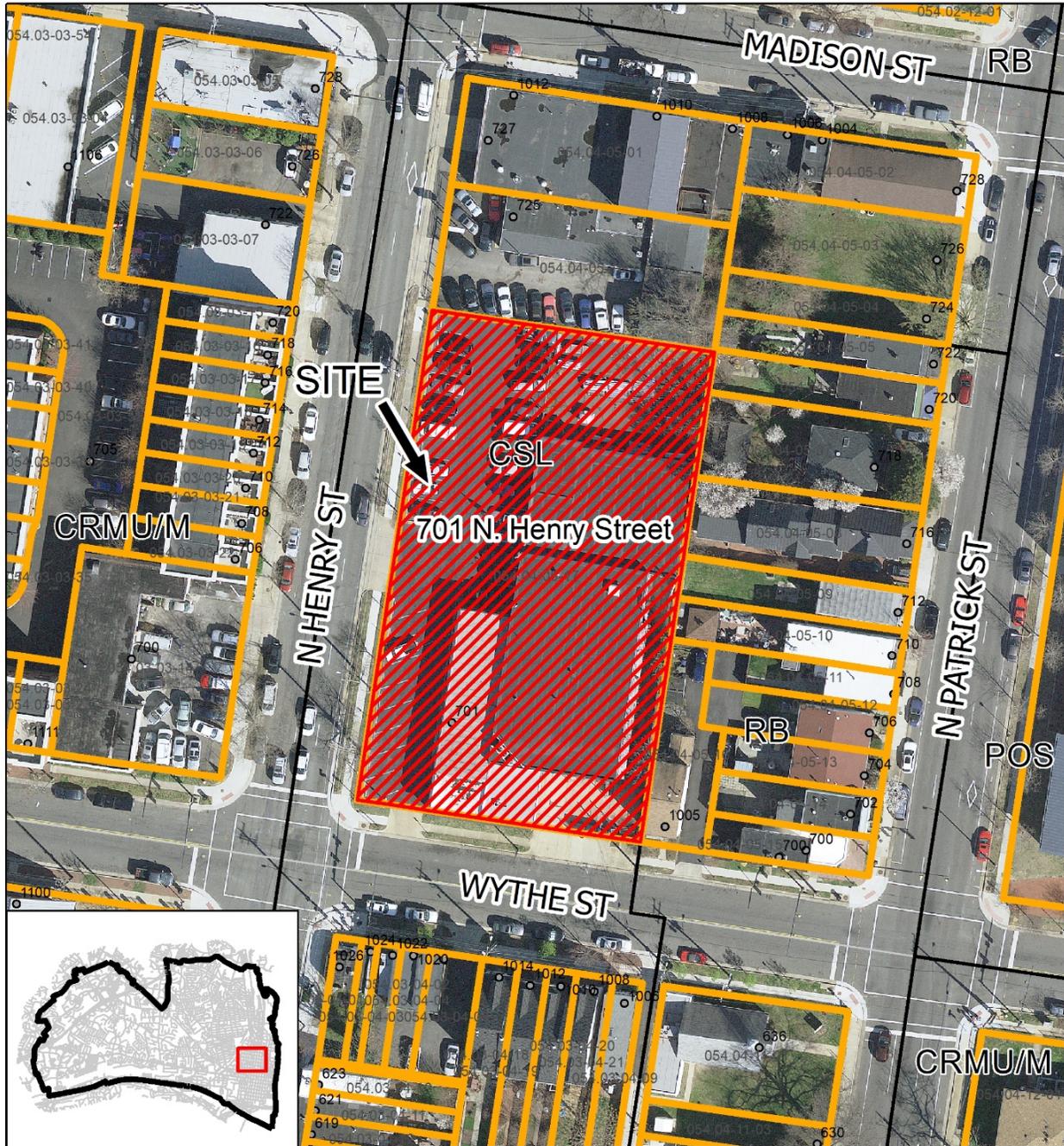
In response to some of the concerns expressed by the speakers, Chairman Macek asked staff to address the following items: height limit per the small area plan, the zone transition setback requirement, parking lot access affected by the construction, noise mitigation, school population impacts, and the provided affordable housing income limits and time limits.

Staff responded that the small area plan for the Braddock neighborhood indicates that this block had a height range from 30 feet to 60 feet. The plan further specifies that there is to be a 40 foot shoulder along Wythe Street and 50-foot shoulder required along North Henry Street, with transitions adjacent to neighboring residential properties, which is what is being proposed. With respect to the zone transition setback requirement, Staff clarified the code requires additional setbacks when a commercial development is to be built adjacent to residential zoning. In this case, the inclusion of the small potential retail space would trigger the transition zone setback, although the project is substantially residential. As the applicant has designed the building to be retail-ready but does not intend to provide a commercial use on the site at this time, the

addition of Condition #99(d) would require the transition setback be addressed when a future retail tenant is interested in occupying the retail space.

Staff clarified that construction activity is not allowed to impede parking access, and more information would be provided in the required construction management plan that the City will review. Additionally, the noise mitigation is addressed through limited hours of construction that is enforced by the City and City inspectors. Tamara Jovovic, from the Department of Housing, clarified how affordable housing is calculated, and that for this project it was meeting the City's guidelines, and Director Moritz clarified how the school generation rate is reviewed and considered by the school district when new development may add school-age children.

PLANNING COMMISSION ACTION, JUNE 2, 2020: On a motion by Commissioner Lyle, seconded by Commissioner McMahon, the Planning Commission voted to defer Master Plan Amendment #2020-00002, Rezoning #2020-00001, Development Special Use Permit #2019-00028, and Transportation Management Plan Special Use Permit #2020-00009. The motion carried on a vote of 6-0, with Commissioner Goebel absent.



Master Plan Amendment #2020-00002
Rezoning #2020-00001
Development Special Use Permit #2019-00028
Transportation Management Plan Special Use Permit #2020-00009
701 North Henry Street



I. SUMMARY

Recommendation

Staff recommends **approval** of Avanti’s (the “Applicant”) request for a Development Special Use Permit and associated applications to construct a 5-story multi-family building with 94 residential units, underground parking, and ground floor potential retail space. This development is consistent with the principles of the Braddock Metro Neighborhood Plan (BMNP) and provides a number of benefits for the City and the surrounding community, including:

- Redevelopment of an underutilized commercial building and parking lot to potential mixed-use building designed with high quality architectural elements and materials;
- Transit-oriented development near the Braddock Road Metro Station;
- Compliance with the City’s 2009 Green Building Policy;
- Open Space consisting of a landscaped courtyard and terraces for use by the tenants;
- Streetscape improvements including bioretention (BMP) tree wells along North Henry Street (Route 1) and N. Fayette Street;
- Undergrounding of all utilities serving the site and along the frontage of the property;
- Monetary contributions of approximately \$49,474 to the Braddock Community Amenities Fund and \$321,952 to the Braddock Open Space Fund;
- A \$15,000 contribution towards the City’s Capital Bike Share Fund;
- A voluntary contribution of \$319,113 to the affordable Housing Trust Fund and seven dedicated affordable dwelling units; and
- A contribution to the public arts fund of at least \$28,789.

General Project Description

The Applicant proposes to develop the property with a 5-story mixed-used development consisting of 94 multifamily residential units (including 7 affordable units), with the option for the units to be either rental or condominium. The proposal also includes potential ground floor retail space and one level of below-grade parking, with an off-street loading space along Wythe Street. The proposal also includes 13,136 square feet of open space in the form of a ground level courtyard and private rooftop amenity spaces to serve the residents of the building.

The proposed building is designed as a C-shaped building with its open side facing east. A maximum building height of 50 feet is proposed along North Henry Street. The building height transitions to a 40-foot height with a potential retail podium along Wythe Street, and further steps down to 30 feet at the southeast corner of the building adjacent to the existing residential development. This step down in height is consistent with the BMNP that recommends that new development have “shoulders” that provide an urban and pedestrian scale.

The following approvals are requested with this project:

- A Master Plan Amendment to amend the Development Table & Land Use Table of the Braddock Metro Neighborhood Plan to revise the zoning and maximum allowable floor area for the subject property;
- A Map Amendment to amend the zoning from CSL to CRMU-M;
- A Development Special Use Permit (DSUP) with site plan to construct a multifamily residential building with ground floor retail, including:
 - A Special Use Permit to increase the maximum permitted floor area ratio to 2.0;
 - A Special Use Permit for bonus density up to 2.6 for the provision of affordable housing;
 - Modifications to the street tree space requirements along Wythe Street;
- A Transportation Management Plan Special Use Permit (TMP SUP).

II. BACKGROUND

A. Site Context

The project site is located at 701 N. Henry Street with approximately 0.75 acres (32,839 square feet) within the Mid-Neighborhood Area of the Braddock Metro Neighborhood Plan. It is currently bounded by Wythe Street to the south and North Henry Street to the west. To the north is a commercial property that is currently occupied by an automobile repair shop, while the rear yards of privately-owned townhouses abut the eastern side of the subject property. The site's topography is generally flat with no significant vegetation and an extensive amount of impervious surface area. Three curb-cuts currently serve the site: one in the middle of the site along North Henry Street, a second from Wythe Street that leads into a central surface parking lot and a third curb cut along Wythe Street to the existing warehouse building.

The project site is currently occupied by Alexandria Lighting & Supply, a one-story commercial office with showroom and adjoining warehouse building. Based on City real estate records, the current structures were built in 1965. This area was originally an industrial part of town on the outskirts of town until the mid-twentieth century. Auto related businesses were commonly found, and a few are still in the area. The US Postal Service Office and Distribution Facility is located to the southwest of the site across North Henry Street. The City acquired the property south of the Post Office in 2010 as a first step toward the long-term plan goal for a one-acre park on that block, as identified in the BMNP.

Detailed Project Description

The Applicant proposes a 5-story multi-family building with 94 residential units, a 2,600 square foot area on the ground-floor for potential-future retail, underground parking, and 13,136 square feet of open space. The overall net floor area of the building is 85,381 square feet exclusive of parking. The applicant is requesting the option to build either rental apartments or for-sale condominiums. In either option, staff is recommending that seven set-aside units be made available for affordable housing.

The building has a rectangular form consisting of five levels of residential units fronting N. Henry Street measuring 50 feet in height, with ground-level units that have entries from the sidewalk. The southern portion of the building at the corner of N. Henry Street and Wythe Street distinguishes itself from the rest of the building by having a series of “building shoulders” between levels, starting with a tower designating the main entrance. South of the tower along N. Henry, the structure steps down to measure approximately 40 feet for a roof-top terrace, and then steps down to where the retail podium is slightly set apart from the rest of the building by providing a glassy, open corner that faces the intersection.

The distance from the closest building face to the curb measures 15.5-feet wide along N. Henry Street, this area includes a 3.5-foot wide vegetated buffer adjacent to the building face, and a 12-foot wide side concrete sidewalk. On N. Henry Street, On Wythe Street, the distance from the closest building face to the curb measures 14.5-feet wide, which consists of a 6-foot wide concrete sidewalk bordered by brick walking areas of various widths. Twelve BMP tree wells and street trees are evenly distributed along both streets, as well as pedestrian scaled lighting.

The below-grade parking garage provides a total of 85 parking spaces with access provided from Wythe Street. A loading zone and trash pick-up area is provided adjacent to the garage entry on the southern side of the building. Within the below-grade parking garage is an area provided for parking up to 29 bicycles.

III. ZONING

Table 1 – Zoning Tabulations

Property Address:	701 N. Henry Street	
Total Site Area:	32,839 sf	
Existing Zone:	CSL/Commercial Service Low	
Proposed Zone:	CRMU-M/Commercial Residential Mixed Use (Medium)	
Current Use:	Commercial/Industrial	
Proposed Use:	Multifamily Residential/Retail (future)	
	CRMU-M: Permitted/Required	CRMU-M : Proposed/Provided
FAR:	1.25 (2.0 with SUP) ¹	85,831 sf (net) /32,839 sf (site area) FAR: 2.6 FAR ²
Height:	50 feet (per BMNP)	50 feet
Open Space:	13,136 SF (40%)	10,267 SF (ground-level; private/public) 2,869 SF (above-grade; private) Total: 13,136 SF (40%)
Crown Coverage:	8,210 SF (25%)	8,250 SF (25.1%)
Residential Parking:	82 spaces (min.) 98 spaces (max)	85 spaces + 5 (tandem)
Loading spaces:	N/A	1 (on-street)

¹The Applicant requests a SUP for a maximum permitted FAR of 2.0 in the CRMU-M zone.

²Total includes the Applicant’s request for a SUP for 30% (0.6) density bonus for the provision of affordable housing pursuant to Section 7-700.

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

This property is part of the Mid-Neighborhood Area as designated by the Braddock Metro Neighborhood Plan (BMNP). Identified as part of “Henry Street – Site A” in the plan, the Mid-Neighborhood Area is a transition zone from the Parker-Gray Historic District to the Braddock Road Metro station/west neighborhood. This area is recommended to encourage development of mixed-use buildings between Patrick and Henry streets to improve pedestrian accessibility and activity along these high traffic corridors.

The proposed development is consistent with the goals and guidelines set forth in the BMNP. Principles of the plan that are advanced with this proposal include:

- *Principle 1: Create a sense of place with neighborhood identity, vitality and diversity.*

This development proposal includes residential development at a corner that is underutilized. By establishing a residential building within a neighborhood that is evolving into more residential than industrial, the building provides improvements to the intersection with wider, landscaped sidewalks, and residential units that are accessible from the sidewalks. Additionally, the future-potential retail space at the corner creates a gathering place and a sense of place for the public that is currently lacking at this site and at this intersection.

Further, this proposal also aligns with the Plan’s principle for neighborhood diversity in that the applicant proposes seven affordable housing units (either rental or for-sale) at or below 60% of the Area Median Income (AMI) for 40 years. These units will contribute to developing a range of housing types within the plan area at differing levels of affordability.

- *Principle 2: Provide walkable neighborhoods that are secure and feel safe.*

The development has been designed with elements that provide safe, walkable streetscapes around the perimeter of the site. Wythe Street is identified as a “walking street” and the applicant has proposed both pedestrian improvements as well as a building design that encourages an enhanced pedestrian experience. The proposal includes 15.5-foot-wide areas between the building and curb along N. Henry Street and 14.5-foot-wide areas between the building and curb along Wythe Street, each with a total of twelve, 4 feet by 10 feet sized BMP tree wells which provide a buffer between the sidewalk and the street. Ten-foot-wide crosswalks are also provided crossing both N. Henry Street and Wythe Street. Colonial streetlights are proposed along each frontage and curb ramp improvements are proposed at each corner to facilitate safe, accessible circulation for people of all abilities.

- *Principle 3: Establish a series of community-serving, usable open spaces.*

Due to the constraint size of the site, public open spaces are limited for this development. The Applicant is proposing multiple streetscape improvements, including new street trees and widened sidewalks, as well as a designed open corner of the building at the intersection. A larger City park is planned to replace the temporary park located across Henry Street which is intended to provide open space for the neighborhood at large. The applicant has agreed to voluntarily pay \$49474 to the Braddock Community Amenities Fund and \$321, 952 to the Braddock Open Space Fund to implement this larger neighborhood park in lieu of further on-site open space.

- *Principle 4: Encourage community-serving retail and services.*

The building has been proposed with a 2,600 square foot area on the ground-floor of the building as a future potential retail space. While the applicant currently does not have retail plans for the space, it will be used as a larger lobby / amenity space. It has been designed with large, open windows and multiple points of entry to encourage porosity of the building and an openness to the street intersection that improves the pedestrian experience. As this area continues to evolve, the potential for retail at this location is intended to be utilized.

- *Principle 6: Manage multimodal transportation, parking, and road infrastructure.*

The Plan envisions the Braddock Metro neighborhood as a dynamic, multimodal, urban environment; which is a vision that this project helps to achieve through implementation of transit-oriented development. The Applicant proposes to rezone the property to CRMU-M and amend the BMNP to allow for increased density which Staff believes is appropriate for a development located within a quarter-mile walkshed of Metro.

The development proposal also consists of improvements to surrounding road infrastructure including street trees and sidewalk improvements. In addition, the proposal includes a visitor bike rack near the future retail entrance and improved crosswalks within the right of way for public use. The project will be required to participate in a Transportation Management Plan (TMP) and will be contributing to the City's TMP fund, as will be discussed in Section G of this report.

- *Principle 7: Achieve varying and transitional heights and scales.*

The Plan recommends that the design of new buildings within the Mid-Neighborhood Area along the “walking street” of Wythe Street provide “building shoulders” capped at 40 feet. The applicant is proposing a 40-foot high building shoulder along Wythe Street, and then stepping the building back eight feet where the rest of the building measures up to 50 feet. Staff finds that the proposed transition respects both the scale and character of the adjacent, existing neighborhood and improves the overall massing as seen from south of the building.

The Braddock Metro Neighborhood Plan Development Contributions

The Braddock Metro Neighborhood Plan established a developer contribution policy to fund open space and other community improvements to mitigate the impacts of development. The developer contribution rate, established by City Council in 2009, was based on the total cost of community improvements anticipated divided by the total gross square footage anticipated on the redevelopment sites. Since that time, developer contributions to the Braddock Open Space and Community Amenities Funds have paid for the interim public open space at 600 N. Henry Street (a first step toward achieving the long-term Plan goal for a one-acre park on that block) and streetscape improvements on Fayette Street between Queen and Oronoco Streets.

Therefore, consistent with City policy and practice, Staff recommends that the applicant of 701 N Henry Street pay the developer contribution on the total gross square footage of the proposed project, excluding that achieved through the bonus density. The estimated amount of developer contribution is \$49,474 to the Braddock Community Amenities Fund and \$321,952 to the Braddock Open Space Fund based upon the current CPI-U for the Washington Metropolitan Area, which will be recalculated at the time of the project's first certificate of occupancy.

B. Master Plan Amendment

This development proposal requires an amendment to the Development Table (pg. 97) and Land Use Table (pg. 98) of the Braddock Metro Neighborhood Plan (BMNP) to reflect the rezoning of the property from CSL to CRMU-M, the associated density, and the proposed land uses. Approval of this request will permit the development to proceed with a maximum FAR of 2.0 (with a SUP, as requested). The maximum building height will remain 50 feet and the preferred land use will be revised to include retail for this site. Staff supports the applicant's request for this Master Plan Amendment as it is consistent with the City's priority of increasing density within proximity to Metro and, as previously discussed, the proposal is consistent with the principles outlined in the BMNP.

To accurately reflect the proposed changes for this property, which is located within the BMNP Henry Street – Site A, the BMNP Development and Land Use tables have been revised to list Site #11A (701 N Henry) and Site #11B (725 & 727 N Henry, and 726 & 728 N Patrick). The development and land use information for Site #11B is listed proportionally to the original totals for Site #11 and no changes are proposed to these properties at this time. Only the development and land use information as it relates to Site #11A (the subject property) will change to reflect the rezoning and associated density requested with the current application.

Figure 1 –BMNP Development Table (pg. 97)*
 Items shown with a ~~strike through~~ will be revised to the underlined item.
 Development Table, as amended

Site	Character Area	EXISTING PARCEL							PROPOSED DEVELOPMENT			
		Parcel Area		Existing Development	Current Zoning	Current Allowable F.A.R. (1)	Current Allowable Height (1)	Current Allowable Development (1)	Total Development	Proposed F.A.R.	Proposed Max Height	
		SF	ACRES	SF			FEET	SF	SF		FEET	
10	Madison Site	Mid-Neighborhood Area	113,000	2.59	70,000	CRMU/H	2.5	77	283,000	283,000 ⁽⁸⁾	2.5	50 to 90
11	Henry Street—Site A	Mid-Neighborhood Area	56,000	1.29	24,000	CSL	0.75	50	42,000	42,000	0.75	40 to 50
<u>11A</u>	<u>Henry Street—Site A</u>	<u>Mid-Neighborhood Area</u> <u>701 N Henry</u>	<u>32,839</u>	<u>0.75</u>	<u>13,915</u>	<u>CSL</u>	<u>0.75</u>	<u>50</u>	<u>24,630</u>	<u>24,630</u>	<u>2.0</u>	<u>40 to 50</u>
<u>11B</u>	<u>Henry Street—Site A</u>	<u>Mid-Neighborhood Area</u> <u>725 & 727 N Henry, 726 & 728 N Patrick</u>	<u>23,287</u>	<u>0.53</u>	<u>11,505</u>	<u>CSL</u>	<u>0.75</u>	<u>50</u>	<u>17,465</u>	<u>17,465</u>	<u>0.75</u>	<u>40 to 50</u>
12	Henry Street—Site B	Mid-Neighborhood Area	30,000	0.69	0	CSL	0.75	50	22,500	22,500	0.75	50

*Table is cropped to illustrate revisions to information associated with Site #11 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

Figure 2 –BMNP Land Use Table (pg. 98)*
 Items shown with a ~~strike through~~ will be revised to the underlined item.
 Land Use, as amended

SITE	CHARACTER AREA	PARCEL AREA		EXISTING DEVELOPMENT	CURRENT ZONING	RECOMMENDED ZONING	REQUIRED LAND USE	PREFERRED LAND USE (1)	
		SF	ACRES						SF
10	Madison Site	Mid-Neighborhood Area	113,000	2.59	70,000	CRMU/H	no change	GFR	Residential/Office/Retail
11	Henry Street—Site A	Mid-Neighborhood Area	56,000	1.29	24,000	CSL	no change		Residential/Office
<u>11A</u>	<u>Henry Street—Site A</u>	<u>Mid-Neighborhood Area</u> <u>701 N Henry</u>	<u>32,839</u>	<u>0.75</u>	<u>13,915</u>	<u>CSL</u>	<u>CRMU/M</u>		<u>Residential/Office/Retail</u>
<u>11B</u>	<u>Henry Street—Site A</u>	<u>Mid-Neighborhood Area</u> <u>725 & 727 N Henry, 726 & 728 N Patrick</u>	<u>23,287</u>	<u>0.53</u>	<u>11,505</u>	<u>CSL</u>	<u>no change</u>		<u>Residential/Office</u>
12	Henry Street—Site B	Mid-Neighborhood Area	30,000	0.69	0	CSL	no change		Residential/Office

*Table is cropped to illustrate revisions to information associated with Site #11 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

C. Rezoning

As has been discussed previously, the Applicant’s request to rezone the property from CSL to CRMU-M can be supported based on the following: 1) the proposal is consistent with the Master Plan vision, as discussed above; 2) the proposal meets the City’s criteria for rezoning without a Master Plan study for the area because the proposed zoning is consistent with the Mid-Neighborhood Area character of the BMNP; 3) the proposal contains an appropriate mixture of use, density, and height for this section of the Braddock neighborhood; and 4) the proposal provides quality urban design while meeting multiple goals for the neighborhood and the City. It should be noted that the CRMU-M district is commonly found in the area, with the properties directly west across N. Henry Street also zoned CRMU-M.

Redevelopment of this site repurposes an underutilized site and contributes to creating a sense of place within the Mid-Neighborhood Area with a distinct urban corner and pedestrian

improvements. The design of the development is also respectful of the surrounding context and provides an appropriate amount of residential density given the site's proximity to transit and planned neighborhood services. Therefore, staff supports the request to rezone the property from CSL to CRMU-M.

D. Compliance with City Policies

Green Building Policy

The project is being recommended to comply with the 2009 Green Building Policy. The applicant submitted their application on February 12, 2020, ahead of the March 5, 2020 start date of the 2019 policy. Per City's 2009 Green Building Policy, newly constructed residential buildings should achieve a minimum green building certification level of LEED Certified (or equivalent). The applicant proposes to comply with the 2009 Policy by achieving a green building certification level of LEED Certified for the residential portion of the building.

Public Art Policy

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. Due to the tight constraints of the property and the long-term plans of improvements to the area, including the future one-acre park across the street, staff is recommending a \$28,789 contribution be paid toward public art.

Affordable Housing Policy

Consistent with the Housing Master Plan's recommendation to focus affordable housing efforts in areas near transit and with the greatest potential for increased density and mixed-use development, the applicant has proposed using bonus density and bonus height (Section 7-700 of the Zoning Ordinance). In exchange for 30% bonus density, the applicant will provide seven affordable units (one studio, four one-bedroom, and two two-bedroom units). This breakdown is proportional to the building's planned unit mix.

Should the project develop as multifamily rental, rents (adjusted for utilities) will be affordable to households with incomes at or below 60% of the area median income (equivalent to \$52,920-\$75,600 in 2020 for a household with one to four members), as well as to eligible households with Housing Choice (Section 8) vouchers. The units will remain affordable for a 40-year period. Should the project develop as multifamily condominium, the units will be affordable to households with incomes between approximately 70% and 100% of the area median income (equivalent to \$61,740-\$126,000 in 2020 for a household with one to four members). The units would remain affordable for a 40-year period with equity sharing enforced through deeds of covenant.

In addition, the applicant will provide a voluntary monetary contribution of \$319,113 to the Housing Trust Fund. Should the project develop as multifamily rental, 50 percent of the monetary contribution would be reserved for potential future offsite ARHA replacement units pursuant to the Braddock Metro Neighborhood Plan, if necessary. Should the project develop as multifamily condominium, it is anticipated that up to the full monetary contribution would be

utilized to enable the City, as needed, to provide down payment and closing cost assistance to help up to seven qualified first-time buyers acquire the units.

The applicant was unable to present its Affordable Housing Plan to the Alexandria Housing Affordability Advisory Committee (AHAAC) due to guidance issued by the Commonwealth of Virginia limiting public meetings during the pandemic. Staff notes that the Plan is consistent with the provisions of Section 7-700 and the City's Procedures Regarding Affordable Housing Contributions. Amendments to the Affordable Housing Plan, including consideration of a full or partial conversion of the on-site units to a monetary contribution of equivalent value, would be subject to AHAAC's review and approval by the City Manager.

E. Building Design and Future Retail

The building is designed as a C-shaped building with its open side facing east that decreases in total height from north to south above a glassy, 20-foot high separately expressed retail "box" at the southwest corner of the building. The maximum height of the building is 50 feet, with a stepped "shoulder" design along Wythe Street that brings down the scale of the building along this façade. The eastern side of the building has two wings along the north and south of the building that hug a ground-level private open space courtyard for the tenants of the building which also provides landscaping and stormwater retention. There is a pathway along the eastern side of the southern wing that connects this open space area to the sidewalk along Wythe Street, with a fence and gate securing the private courtyard open space.

The 20-foot high retail "box" projects a welcoming, glassy presence at the intersection of N. Henry and Wythe Streets, framed by a dark metal border that helps this box to stand out visually from the rest of the residential building. This provides an open, distinctive corner for the building that contributes to the pedestrian experience. While the applicant does not currently have plans to find a retail tenant for this space and will (initially at least) use it as part of the building's amenity space, the ground floor interior layout has been designed to allow for the easy conversion of the corner space to retail whenever that becomes economically viable.

The southern portion of the building above the black and glass retail portion is white brick that extends up to the building shoulder on the south side of the building and around the corner on a portion of the western façade, up to the main building entrance tower. The fifth floor is recessed to provide a rooftop terrace, with a façade of dark grey metal panel that helps this floor recede visually and minimizes its height and perceived bulk as seen from the street. As a condition of approval, this dark metal cladding and its accompanying setback will wrap the corner to the east side on the fourth and fifth story on the southern wing of the building, greatly reducing the building's perceived mass when viewed from the east along Wythe Street. The scale of the building is further reduced by stepping from four to three stories as it also integrates the necessary openings for trash and underground parking access, then wraps around the east façade of the south wing to complete a compelling three-dimensional massing.

The western side of the building facing N. Henry Street is divided into three primary sections. The southernmost is clad in white brick, and includes the two-story, black metal and glass future retail element, and ends at the north with a white brick tower that signals the building's primary

entrance, and features a notch at the top to make it more distinctive. North of this tower, there is a deep vertical building break, after which the façade continues north with a three-story, dark brick facing, that steps down to a single-story north of a second building break. The façade cladding above this dark brick, which also wraps around the first bay of the north elevation, is currently shown as a synthetic wood material, but staff has recommended that this be changed to metal. Both building breaks are clad in dark metal to create a stronger interruption between building sections, and the north break includes balconies that keep a visual connection between the masses.

The large, ground-floor glass openings along Henry Street are carried halfway along the ground floor to the north to demarcate active lobby areas. North of that are three residential units with direct access from Henry Street, each of which has a small canopy that extends from the face of the building above the doorway and down the north side to the ground, providing a porch-like entrance space that reinforces a semi-private zone for these units. Additionally, there are landscape areas between the entrances as well as between the sidewalk and building face to enhance a sense of privacy. There are several additional direct unit entrances around the corner on the first section of the north elevation. It should be noted that the fifth floor on the west side has several units with metal rail Juliet balconies that reinforce the rhythm of the fenestration.

The majority of the eastern façade and a portion of the northern facade is designed with light and dark gray cladding consisting of fiber cement lap siding. This material is utilized primarily on these portions of the building, where it is less visible from the street level, while the entire first level remains clad with brick to provide a continuous band around all four sides of the building. The use of two different colors here helps to break up the mass of the building, when seen over the top of the existing, lower adjacent structures from the north and east.

In addition to creating architectural interest through the use of building materials and height, the Applicant worked with Staff to provide a sense of depth on each façade. This is executed by varying the balcony typology, adding full-length vertical breaks around the building, and providing a building shoulder on the southern side. Overall, Staff finds the building to be well-designed with careful attention to height and massing, depth, and materials. However, several minor refinements to the design are included in the Staff Recommendations (Condition #8). As has been mentioned within the discussion above, staff is recommending the use of metal panel or a similar quality material in place of fiber cement along the west and north facades, as well as a condition requiring differentiation of the fiber cement panels on the eastern façade. With the inclusion of these refinements, Staff believes the proposed building design meets the intentions of the BMNP Design Guidelines and will be an improvement within the Braddock Metro neighborhood.

F. Open Space

Staff supports the applicant's open space plan for the project, which includes ground-level public open space, a ground-level private courtyard, and above-grade private-use terraces that meets the 40% requirement. As indicated below, the majority of space is provided on the ground level, which involves landscaped open spaces adjacent to the ground floor units on the north side and along the eastern side, which also contains a larger Courtyard area. The Courtyard provides both

landscaped and hardscape areas consisting of a trellis, multiple seating areas, and a lawn. All amenities would be available for use by tenants of the residential building. The above-grade amenity spaces currently consist of private terraces that would be used as an amenity for the abutting private unit. The applicant has expressed interest in providing additional rooftop open space, which if added, would be available to all residents of the building. Since the details of this space have not been confirmed by the applicant this could be addressed through an administrative amendment to the plans in the future provided the revision complies with City Codes and regulations.

Table 2 – Open Space

	Required (Per Site Area: 32,389 SF)	Provided	Percentage of Total Open/Amenity Space
Ground-Level Open/Amenity Space (Private/Public)	13,136 SF (40%)	10,267 SF (78%)	78%
Above-Grade Amenity Space (Private)		2,869 SF (22%)	22%
TOTAL		13,136 SF (40%)	100%

G. Parking & Transportation

Parking & Loading

This proposal meets the residential parking standards as required by the Zoning Ordinance. Parking for the residential use is provided within the below-grade parking garage pursuant to the following calculations:

Table 3 – Residential Parking

Residential Parking		
	Market Rate Units	Affordable Units
Number of Units	87	7
Number of Bed Rooms	114	9
Base Ratio	0.8*	.75
Base Maximum # Spaces	92	6
Credits		
Proximity to BRT	0%	0%
Walkability Index	10%	10%
4 or more bus routes	5%	5%
20% or more studios	0%	0%
Braddock Metro Walkshed**	N/A	10%
Total Credits	15%	25%
Resulting Ratio	0.68 spaces per bedroom	.5625 per unit
Resulting Minimum # Spaces	78	4
Parking Spaces Required	82 minimum	
Parking Spaces Provided	85 spaces (+ 5 tandem spaces)	

* Per Section 8-200 (A)(2)(a)(i)(i)

** Per Section 8-200 (A)(2)(a)(iii)(d)(A)

As seen above, the project as proposed with the residential units will exceed the minimum required with 85 parking spaces, with five additional spaces that are tandem parking spaces. What is not seen in this calculation is any commercial parking, as this is a future retail space that has not been considered at this time. Nevertheless, based on the 2,600 square foot area designated as future retail within the building, the minimum spaces required (.25 spaces per 1,000 sf) would be one parking space and the maximum parking spaces required (3.0 spaces per 1,000 sf) would be eight spaces. When this future retail space is proposed, the applicant would need to address how parking will be provided for the commercial space separate from that of the residential requirements at that time. There are eight spaces more than the minimum required for the residential units, which may be usable parking for potential retail and can be reviewed in the future through an administrative process.

Transit and Bicycle Facilities

The Braddock Metro neighborhood is well served by transit, including DASH bus service, Bus Rapid Transit (BRT), Metroway and Metrorail. In addition, the neighborhood is frequently traversed by pedestrians and bicyclists en route to and from the Metro station. The Braddock Road Metro station is approximately 0.3 miles west of the site and is accessible via a connected grid of sidewalk.

Additionally, the closest Capital Bikeshare facility to the subject site exists just to the south at the intersection of N. Henry Street and Pendleton Street with a station for 17 bikes. Capital Bikeshare is also available at the Braddock Road Metro station. The Applicant has agreed to provide a \$15,000 contribution to the City's Capital Bikeshare fund for implementation of a Bikeshare facility within the plan area. Further, the Applicant is providing a bike rack along Wythe Street and 29 bicycle parking spaces within the below grade parking garage.

H. Special Use Permit and Modification Requests

Transportation Management Plan

According to Section 11-700 of the Zoning Ordinance, the Applicant is required to participate in a Transportation Management Plan (TMP) to encourage alternate modes of transportation resulting in a decrease of Single Occupancy Vehicle (SOV) trips. To support the TMP, the applicant has agreed to the City's standard TMP rates, (adjusted annually per the Consumer Price Index [CPI-U]) to be contributed to the City's TMP fund.

Based on the size of the proposed development, the project is classified as a Tier 1 TMP. Therefore, this project will be required to join the Citywide TDM program or partner with an adjacent program in order to satisfy the need for the TMP.

As part of the TMP, the Applicant will designate a TMP Coordinator. The Coordinator will be the point of contact with the City's Transportation Planning Division and will work with Staff to implement the TMP. The duties of the TMP Coordinator include maintaining updated contact information with Staff, distributing annual electronic surveys, managing and accounting the

TMP fund, submitting reports to the City, and administering the program as required by the Zoning Ordinance.

Modification of Street Tree Spacing Requirement

The applicant is requesting a modification to the street tree spacing requirements noted in the updated Landscape Guidelines, and as required by Section 11-410(CC) of the Zoning Ordinance. The Landscape Guidelines require tree spacing at a “minimum of every twenty-five (25) linear feet and a maximum of every thirty (30) linear feet (specified on-center, O.C.) to accommodate existing and proposed infrastructure such as bus stops, underground utilities and curb cuts.”

The applicant has proposed twelve new street trees: eight along N. Henry Street and four along Wythe Street, which is deficient by one street tree based on the approximately 377 feet of total linear street frontage of the site. While the applicant has eliminated two of the existing three curb cuts that serve the site, an existing curb cut was retained for the purpose of providing access to the underground garage. The applicant is required to pay a \$2500 fee to the Urban Forestry Fund in lieu of planting the additional tree required per the Landscape Guidelines.

Pursuant to Section 11-416 of the Zoning Ordinance, the Planning Commission may approve modifications if they determine that such modifications:

1. Are necessary or desirable to good site development;
2. That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought; and
3. That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Staff supports this modification for the following reasons:

1. *Are necessary or desirable to good site development.*
The modification is necessary based on the Wythe Street sidewalk constraints, and the City can use the \$2,500 contribution to plant a street tree in the vicinity.
2. *That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought.*
The applicant is reducing the amount of curb cuts on the site from three to one, increasing the amount of street trees along the frontages and around the site
3. *That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.*
This section of Wythe Street sidewalk will have an increased canopy cover over existing conditions, and the City can use the provided funding to increase the area tree canopy.

V. COMMUNITY

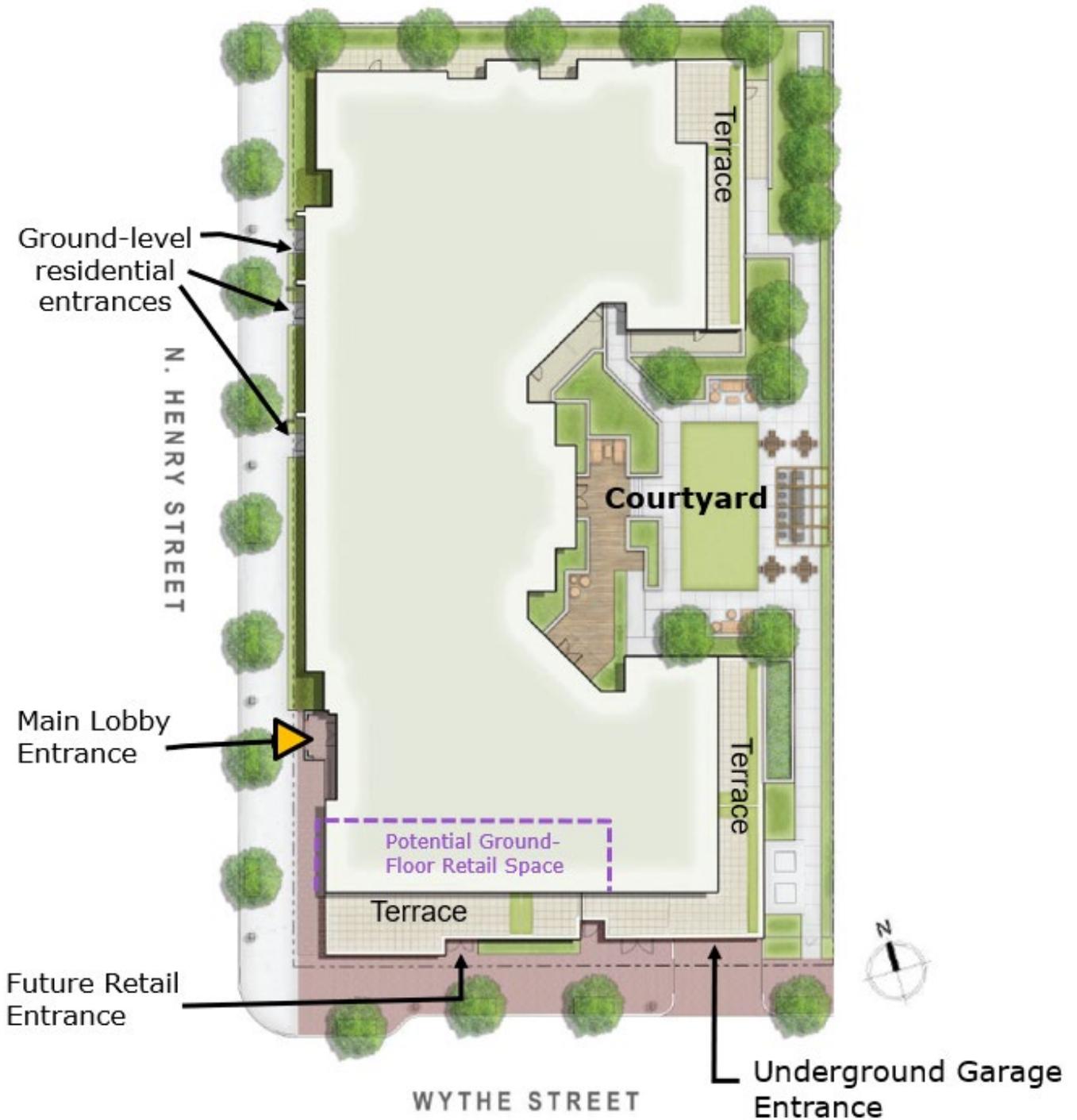
The applicant presented the concept for the project to the Braddock Metro Citizens Coalition meeting on January 7, 2020 and the Braddock Implementation Advisory Group (BIAG) on February 26, 2020. The community is generally supportive of the proposal and finds it consistent with the principals of the Braddock Metro Neighborhood Plan. Additionally, the applicant has posted a property description sign on the property and sent written notices to the abutting property owners.

VI. CONCLUSION

Staff recommends approval of the development site plan and modification and all associated special use permits subject to compliance with all applicable codes and the following Staff recommendations.

VII. GRAPHICS

Site Plan with proposed Landscaping Improvements and



Elevation of Retail Corner at N. Henry Street and Wythe Street Intersection



SW VIEW

Southern Elevation of building



SOUTH VIEW

Western Elevation of building



WEST VIEW

VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated March 23, 2020, the exhibit shown by the applicant at the June 25, 2020 Planning Commission meeting, and comply with the following conditions of approval. (PC)

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES)
4. 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 and/or 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. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. All proposed light fixtures in the City right of way shall be basic, approved Dominion LED light fixtures.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the

- opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
 - i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
 - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
 - n. The lighting for the underground/structured parking garage shall be a minimum of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
 - o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties.
(P&Z) (T&ES) (Police)(Code)
5. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
6. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements are correctly located and will connect. (P&Z) (DPI) *

BUILDING:

7. The building design, including the appearance, color and quality of materials, final detailing, three-dimensional expression and articulation shall be consistent with the elevations dated March 23, 2020. (P&Z)
8. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Use metal panel or other similar quality material (such as simulated wood) in place of the fiber cement panel on the west and north facades. Fiber cement will be limited to portions of the eastern elevation and the eastern portion of the north elevation.
 - b. Revise the eastern elevation so the black metal on the southern elevation wraps around to the eastern elevation on the fourth and fifth floors.
 - c. Submit a color-coded elevation to differentiate between the different materials, by type (not color) at Final Site Plan. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
 - e. Staff continues to recommend metal panels for the upper portions of the west elevation that wrap around the first section of the north elevation, but will accept applicant's proposed material: Install High Quality Fiber Cement Siding Type 1-Rough Sawn Wood Series, Nichiha or equal, 17 7/8" x 119-5/16" x 5/8" thick with hidden fastening system and corner trim for the upper portions of the west elevation that wrap around the first section of the north elevation.
 - f. Install Fiber Cement Siding Types 2, 3 & 4, for areas inside the balconies and back elevations as indicated on Sheet A-301. The siding Dimensions shall be 11.25"x 12" with flat tabs and corner tabs to eliminate face nail holes and outside corner conditions to be mitered, and window trims shall match the color of siding.
 - g. The underside of all balconies shall be finished and present a visually cohesive appearance.
 - h. As part of the final site plan, open space with associated rooftop appurtenances (safety guards, elevator with lobby etc.) may be added on the roof, subject to review and approval by the Director of P&Z.
 - i. If a legal mechanism is able to be achieved to have an 8 ft. fence or wall within one year of the date of approval, the applicant shall install an 8 ft fence rather than the proposed 6 ft fence shown on the plans, prior to the certificate of occupancy. (CC)

9. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼”=1’-0” scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. (P&Z)

10. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel requires a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)

11. Per the City’s Green Building Policy adopted April 18, 2009, achieve LEED BD+C: New Construction certification level of Certified (or equivalent) for the residential portion of the building to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project’s registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.

- e. Failure to achieve LEED BD+C: New Construction with a certification level of LEED Certified (or equivalent) for the residential portion of the project and LEED BD+C: Core and Shell with a certification level of LEED Silver (or equivalent) for the commercial portion of the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
 - f. Provide documentation to future retail and daycare tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Commercial Interiors certification. (P&Z)(T&ES)(RP&CA)
- 12. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
 - 13. Install Energy Star labeled appliances in all multi-family residential units. (T&ES)
 - 14. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 50 percent of the required parking spaces shall have necessary infrastructure (including 240 volt conduit) installed for future level 2 electric vehicle chargers. (T&ES)
 - 15. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at: www.epa.gov/WaterSense. (T&ES)
 - 16. The stairwells within structured parking garages shall be visible, without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. (Police)
 - 17. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

OPEN SPACE/LANDSCAPING:

- 18. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the

City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf

- a. Per Chapter 4 of the Landscape Guidelines, as the project has a deficiency of one required street tree, a fee in lieu of \$2,500 shall be provided to the City's Department of Recreation, Parks and Cultural Activities Urban Forestry Fund, prior to certificate of occupancy. (RP&CA) ***
19. Develop a palette of site furnishings in consultation with staff.
 - a. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z)(T&ES)
 20. 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. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (Code) *

ARCHAEOLOGY:

21. If significant archaeological resources are discovered during archaeological monitoring of the project, the applicant will hire a professional consultant to work with staff and the landscape designers to incorporate and interpret the archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, and/or interpretive markers have been erected. (Archaeology)

PEDESTRIAN/STREETSCAPE:

22. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Frontage along N. Henry Street shall have concrete sidewalks. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas.
 - d. Frontage along Wythe Street shall have hybrid brick-concrete sidewalks. All hybrid brick-concrete sidewalks shall comply with the City's Memo to Industry19-03.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.

- g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) at the northeast corner of North Henry Street and Wythe Street as shown on the Final Site Plan. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
- h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
- j. Existing pedestrian countdown signals at the northeast corner of North Henry Street and Wythe Street shall be maintained or, if disturbed, replaced in accordance with City Standards. Existing pedestrian signal heads shall be shown on the Final Site Plan. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
- k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts. *** (P&Z) (T&ES)

PARKING:

- 23. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
- 24. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and comply with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES)
- 25. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z) (T&ES)
- 26. Provide bicycle parking per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. (T&ES) ***

B. TRANSPORTATION

STREETS/TRAFFIC:

27. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
28. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
29. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
30. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 15 feet transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)
31. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
32. Furnish and install two 4-inch Schedule 40 PVC conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks around the perimeter of the site. These conduits shall terminate within an underground junction box. Three junction boxes shall be provided as follows: one within the northwest property corner, one within the southwest property corner, and one within the southeast property corner. The junction box cover shall have the word "TRAFFIC" engraved in it. Provide CAD or GIS file for the location of the conduit and each of the junction boxes proposed with this application as part of the as-built electronic submission. (T&ES)
33. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)

TRANSPORTATION MANAGEMENT PLAN:

SMALL PROJECTS (Tier 1)

34. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement Transportation Demand Management (TDM) strategies to discourage single occupancy vehicle (SOV) travel and encourage residents and employees to take public transportation, walk, bike or share a ride. (T&ES)
35. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to inform residents and tenants about benefits and alternatives to SOV travel. (T&ES) ***
36. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)
37. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)
38. 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. (T&ES)

BUS STOPS AND BUS SHELTERS:

39. Show all existing bus stops and amenities in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at: www.alexandriava.gov/6548. (T&ES) (Code)

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

40. The project lies within the Combined Sewer System (CSS) area district, therefore, stormwater management and compliance with the state stormwater quality and quantity requirements and the City's Alexandria Water Quality Volume Default shall be coordinated with the project's compliance with the CSS Management Policy set forth in Memo to Industry 07-14, effective July 1, 2014. The applicant shall contribute based on a formula of \$200,000 per acre x 0.91-acre x (1-0.22), which results in a contribution of \$141,960.00. The applicant is proposing to discharge the sanitary flow from the site to the separate sanitary sewer system and hence staff has determined that the sanitary requirement is met. With respect to the stormwater requirement, the applicant is proposing a bioretention to help mitigate stormwater impacts on combined sewer discharges. Staff has determined that the size of the proposed bioretention would meet 22 percent of their stormwater requirements. The fee is due prior to release of the final site plan. (T&ES)
41. The sewer connection fee must be paid prior to release of the site plan. (T&ES) *
42. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release. (T&ES) *

UTILITIES:

43. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

44. All overhead power and communication lines fronting the development all around shall be undergrounded as shown on the preliminary site plan.
 - a. Subject to agreement by the neighbors and access to their property, the applicant shall at its expense, underground the utilities serving the homes along North Patrick Street. (CC)
45. No transformer and switch gears shall be located in the public right of way. (T&ES)

SOLID WASTE:

46. All trash collectors for the project site are required to take their collected trash to the Alexandria/Arlington waste-to-energy facility (T&ES)
47. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) *
48. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT:

49. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
50. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing

project compliance. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)

51. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
52. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)
53. Prior to the release of the performance bond, the Applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance approved plans and specifications. (T&ES)
54. The stormwater 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 released 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) ****
55. Construction inspection checklists and associated photographic documentation must be completed for each BMP during construction. Prior to the release of the performance bond, the applicant must submit all documents required by the City of Alexandria As-Built Stormwater Requirements to include as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
56. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
57. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be

reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *

58. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA, master association, and/ 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) ****
59. 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)
60. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) ****
61. 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 stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) ****

WATERSHED, WETLANDS, & RPAs:

62. Provide Environmental Site Assessment Notes that clearly delineate any RPAs and buffers, in a method approved by the Director of Transportation and Environmental Services if located on site. The Environmental Site Assessment shall also clearly describe, map or explain any of the following if found on site: intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and/or a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND:

63. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)

64. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading 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. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - 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. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) *

65. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES) (Code)
66. If warranted by a Site Characterization report, 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 Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

NOISE:

67. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify specific options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
68. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release. (T&ES) *
69. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
70. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

AIR POLLUTION:

71. 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)
72. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
73. No material may be disposed of by venting into the atmosphere. (T&ES)
74. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

E. CONSTRUCTION MANAGEMENT

75. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Include an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
76. Provide off-street parking for all construction workers without charge to the construction workers. The applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this

condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) *
77. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
78. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
79. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of any stop, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
80. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
81. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
82. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian

and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)

83. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
84. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES)
85. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
86. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
87. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
88. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

89. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
90. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
91. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES)

F. CONTRIBUTIONS

92. Pursuant to the Braddock Metro Neighborhood Plan, a contribution is required to both the Braddock Open Space Fund and the Braddock Community Amenities Fund. Current contribution amounts based on the formulas approved by City Council in 2009 are as follows:
 - a. \$0.67 (2020\$) per as-built gross square foot towards the Braddock Community Amenities Fund, excluding gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance; and,
 - b. \$4.36 (2020\$) per as-built gross square foot towards the Braddock Open Space Fund, excluding gross square footage achieved through the application of Section 7-700 of the Zoning Ordinance.
 - c. Contribution rates are subject to an annual escalation clause equivalent to the CPIU for the Washington Metro area. Contribution rates will be recalculated January of each year. The final contribution amount shall be calculated and verified by the Department of Planning and Zoning at the time of Certificate of Occupancy. All checks shall be made payable to the City of Alexandria with the applicable fund reference code and submitted to the Department of Planning and Zoning with a cover letter citing the project name, contribution amount, and the condition being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy.

93. Contribute \$15,000.00 to the City prior to Final Site Plan release to install a bike share station on or directly across from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage due to space constraints or impacts to operational efficiency, an alternate off-site location in the vicinity of the project may be selected. (T&ES)

HOUSING:

94. Monetary Contribution Condition:
A voluntary contribution of \$319,113 to the Housing Trust Fund would be consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013. (Housing)***
95. If the project is developed as rental:
- a. The applicant has agreed to provide seven (7) affordable set-aside rental units, to include one (1) studio, four (4) one-bedrooms, and two (2) two-bedrooms, or a mix of units to be to the satisfaction of the Director of Housing.
 - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges) for a period of 40 years from the date of initial occupancy of each affordable unit. The developer shall re-certify the incomes of resident households annually.
 - c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the developer's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit or may be allowed to remain in the same unit, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.
 - d. Households receiving Housing Choice Voucher assistance will not be denied admission based on receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.

- e. The developer agrees that residents of set-aside units shall have access to all amenities offered on the entire Development.
 - f. The set-aside units shall be of comparable size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
 - g. For the parking spaces attributed to the set-aside units, residents of the set aside units may be charged a monthly parking fee of up to \$50 (in 2020 dollars) or the standard fee, whichever is lower, for the first parking space. Any additional parking spaces will be subject to standard fees.
 - h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
 - i. The developer shall list all set-aside units at www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
 - j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
 - k. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Council.
 - l. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent. (CC)
96. If the project is developed as for-sale:
- a. The applicant shall provide seven (7) affordable set-aside for-sale units within the Development. The set-aside units will include one (1) studio to be marketed and sold at \$125,000, four (4) one-bedroom units to be marketed and sold at \$175,000, and two (2) two-bedroom units to be marketed and sold at \$225,000 to households with incomes as designated by the City, or a mix of units to the satisfaction of the Director of Housing. These prices include one (1) parking space for each unit, or as otherwise approved by the Director of Housing. The set-aside units shall be of comparable size and floorplan and have builder-grade finishes.
 - b. Any incentives offered to potential market-rate homebuyers shall also be offered to purchasers of the set-aside units.
 - c. The applicant agrees that residents of the set-aside units shall have access to all amenities offered on the entire Development.
 - d. The set-aside units shall have a 40-year affordability period that is established through deed restrictions recorded as covenants at the time of sale of each of the set-aside units, in accordance with the City's set-aside

- resale policy. Language for the covenants shall be provided by the City in advance of the final sale of any unit.
- e. The applicant shall notify the Office of Housing in writing of its schedule for delivery of the set-aside units 90 days prior to anticipated delivery. The City and the applicant shall jointly market the set-aside units. The Office of Housing reserves the right to randomly select buyers qualified for the set-aside program through a lottery system.
 - f. If the applicant sells the market-rate units for less than expected, the applicant shall index the price on the affordable units proportionately. Market rate pricing of similar units and the total discount provided on behalf of the City shall be disclosed and certified by the applicant prior to the sale of each set-aside unit.
 - g. Real estate commissions shall be paid (or not paid) on the set-aside units in the same manner and on the same basis as market-rate units.
 - h. The applicant is encouraged to offer mortgage financing to set-aside buyers through its preferred lender(s) with rates and terms comparable to the Virginia Housing Development Authority (VHDA) bond loan program. If preferred lenders are unable to offer mortgage financing to deed restricted properties, the applicant shall ensure that project approvals are completed, documented and available to other lenders so that secondary market financing will be readily available to otherwise qualified set-aside purchasers.
 - i. Amendments to the Affordable Housing Plan, proposing a potential full or partial conversion of the on-site units into a monetary contribution of equivalent value, must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager.

PUBLIC ART:

- 97. Per the City's Public Art Policy, adopted December 13, 2014, provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. *** (RP&CA) (P&Z)

G. USES AND SIGNS

RETAIL USES:

- 98. If Applicable, provide documentation (lease agreement or similar) to future retail tenants requiring them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification at a Silver level.

99. If applicable, ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide the minimum floor to floor heights per the preliminary site plan.
 - b. All retail entrances along North Henry Street and Wythe Street shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
 - d. Prior to occupancy, the applicant shall obtain any necessary zoning approvals. (PC)
100. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
101. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
102. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)
103. The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on the restaurant's website. (T&ES)

SIGNAGE:

104. Design building signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. Signs shall be designed of high-quality materials and installation of building mounted signage shall not damage the building.
 - b. A sign permit application is required for new or replacement signs and signage shall comply with all applicable codes and ordinances. (P&Z)
105. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

H. DISCLOSURE REQUIREMENTS

106. 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/DSP 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. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - c. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - d. Develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants and disclose this by-law to all involved at the time of sale or lease agreement.
 - e. 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.
 - f. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
 - g. 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) (T&ES) ***
107. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the 701 North Henry Street 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)
108. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Directors of P&Z and T&ES, and the City Attorney:
- a. That Route 1 is an existing/planned location for Transit Corridor A, which will traverse in a north-south direction in the general vicinity of Route 1 and connect to future transit corridors in Fairfax and Arlington Counties.

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****
- C - 4 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 7 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 8 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 1. Historic records do not indicate an excessive amount of historic activity at 701 N. Henry St. Until the mid-twentieth century this part of town was largely an undeveloped outskirt. However, within several of the adjacent blocks the Union Army built temporary facilities during the Civil War. Occupying soldiers may have camped on the property if it were open at the time and if so, privies and other buried features may be present on the property. Moreover, given that much of the property has served as a parking since the mid-twentieth century, the paving may have preserved underlying (and heretofore unrecorded) archaeological resources. Therefore, Alexandria Archaeology will make available a staff member to monitor when the parking lot pavement is removed.
- F - 2. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

- *R - 1. The applicant/developer shall call Alexandria Archaeology (703.746.4399) two weeks before the starting date of any ground disturbance so that a monitoring and inspection schedule for city archaeologists can be arranged.
- *R - 2. The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
- *R - 3. The applicant/developer shall not allow any metal detection or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology.
- R- 4. The statements in archaeology conditions above marked with an asterisk “*” shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements.

Transportation and Environmental Services (T&ES)

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City’s website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (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 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a

distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)

- F - 10. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 13. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 14. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 16. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as "Information Only." (T&ES)
- F - 17. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
 - b. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - c. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - d. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *

- F - 18. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate, then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities

which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 9 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 11 The applicant shall provide required storage space for both trash and recycling 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 the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

- C - 13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 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 ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

- C - 23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
 - d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
Section 11-5-109 restricts work in the right of way for excavation to the following:
 - g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General

Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

VAWC Comments

- C - 1 Please note that if the developer plants new trees beside the existing water main, a minimum of five feet horizontal clearance from a tree well must be maintained. The existing main must not be in conflict with the root ball or the expected future root zone.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.
- R - 1. In the event an existing building will be razed, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Police Department

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Miscellaneous

- R - 6. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on

the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

- R - 7. It is recommended that all the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 8. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an unit. This is for the security of the occupant.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

IX. ATTACHMENTS

1. Signed Resolution – MPA #2020-00002
2. Exhibit A – Applicant’s exterior revisions presented at the June 25, 2020 Planning Commission meeting

ATTACHMENT #1

RESOLUTION NO. MPA 2020-00002

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendments will amend the **Braddock Road Metro Station Small Area Plan** chapter of the 1992 Master Plan through an amendment to the Braddock Metro Neighborhood Plan Overlay;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **JUNE 25, 2020** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Braddock Road Metro Station Small Area Plan chapter of the 1992 Master Plan through an amendment to the Braddock Metro Neighborhood Plan Overlay; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Braddock Road Metro Station Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Braddock Road Metro Station Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to **Braddock Road Metro Station Small Area Plan** chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety,

morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The attached amendments to the Braddock Road Metro Station Small Area Plan through amendments to the Braddock Metro Neighborhood Plan Overlay are hereby adopted amending the Braddock Road Metro Station Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia, to the Braddock Metro Neighborhood Plan Development Table (page 97) and the Braddock Metro Neighborhood Plan Land Use Table (page 98);
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 25th day of June 2020.



Nathan Macek, Chair
Alexandria Planning Commission

ATTEST: 
Karl Moritz, Secretary

Attachment

BMNP Development Table (pg. 97)

Items shown with a ~~strike~~through will be revised to the underlined item. Table is cropped to illustrate revisions to information associated with Site #11 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

Site	Character Area	EXISTING PARCEL								PROPOSED DEVELOPMENT		
		Parcel Area		Existing Development	Current Zoning	Current Allow-able F.A.R. ⁽¹⁾	Current Allow-able Height ⁽¹⁾	Current Allowable Development ⁽¹⁾	Total Development	Proposed F.A.R.	Proposed Max Height	
		SF	ACRES	SF			FEET	SF	SF		FEET	
11	Henry Street—Site A	Mid-Neighborhood Area	56,000	1.29	24,000	CSL	0.75	50	42,000	42,000	0.75	40 to 50
<u>11A</u>	<u>Henry Street—Site A</u>	<u>Mid-Neighborhood Area</u> <u>701 N Henry</u>	<u>32,839</u>	<u>0.75</u>	<u>13,915</u>	<u>CSL</u>	<u>0.75</u>	<u>50</u>	<u>24,630</u>	<u>24,630</u>	<u>2.0</u>	<u>40 to 50</u>
<u>11B</u>	<u>Henry Street—Site A</u>	<u>Mid-Neighborhood Area</u> <u>725 & 727 N Henry, 726 & 728 N Patrick</u>	<u>23,287</u>	<u>0.53</u>	<u>11,505</u>	<u>CSL</u>	<u>0.75</u>	<u>50</u>	<u>17,465</u>	<u>17,465</u>	<u>0.75</u>	<u>40 to 50</u>

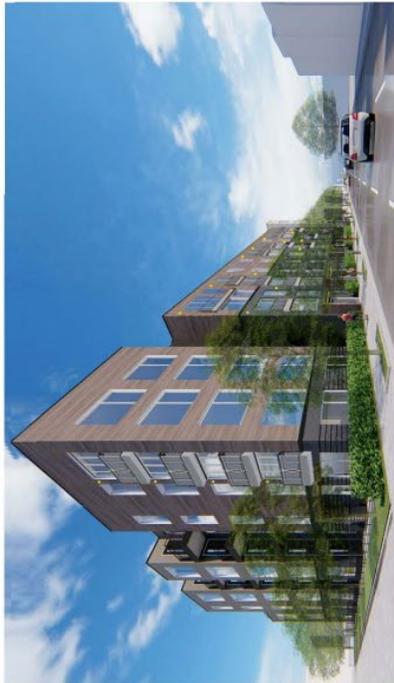
BMNP Land Use Table (pg. 98)

Items shown with a ~~strike~~through will be revised to the underlined item. Table is cropped to illustrate revisions to information associated with Site #11 for purposes of this report only. The actual table within the BMNP will represent all 17 sites.

SITE	CHARACTER AREA	PARCEL AREA		EXISTING DEVELOPMENT	CURRENT ZONING	RECOMMENDED ZONING	REQUIRED LAND USE	PREFERRED LAND USE (1)
		SF	ACRES					
11	Henry Street—Site A	56,000	1.29	24,000	CSL	no change		Residential/Office
<u>11A</u>	<u>Henry Street—Site A</u>	<u>32,839</u>	<u>0.75</u>	<u>13,915</u>	<u>CSL</u>	<u>CRMU/M</u>		<u>Residential/Office/Retail</u>
<u>11B</u>	<u>Henry Street—Site A</u>	<u>23,287</u>	<u>0.53</u>	<u>11,505</u>	<u>CSL</u>	<u>no change</u>		<u>Residential/Office</u>

Exhibit A – Applicant’s exterior revisions presented at the June 25, 2020 Planning Commission meeting

Architectural Refinements



1 - NORTH-WEST VIEW - PROPOSED REFINEMENTS



1 - NORTH-WEST VIEW - MARCH 17 SUBMISSION



TALLER NORTH TOWER
PROPOSED JULIET BALCONIES
RUSTICATED BRICK
EXTERIOR LIGHTING
TALLER TOWER WITH BACKLIT ACCENTS

2 - WEST VIEW - PROPOSED REFINEMENTS



2 - WEST VIEW - MARCH 17 SUBMISSION



PROPOSED ARCHITECTURAL REFINEMENTS

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

Please see attached.

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

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

AVANTI HG 701 LLC

February 3, 2020

AVANTI HG 701 LLC
1605 King Street, Suite 3
Alexandria, VA 22314

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

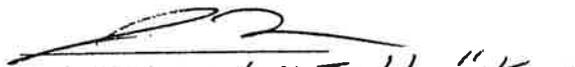
Re: Consent/Authorization to File an Application for a Rezoning, a Master Plan Amendment and a Development Special Use Permit with Preliminary Site Plan 701 N Henry Street (TM ID #054.04-05-17, the "Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, AVANTI HG 701 LLC hereby consents to the filing of an application for a Rezoning, a Master Plan Amendment, a Development Special Use Permit with Preliminary Site Plan, and any related requests on the Property.

AVANTI HG 701 LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Rezoning, a Master Plan Amendment, a Development Special Use Permit with Preliminary Site Plan, and any related requests on the Property.

Very Truly Yours,
AVANTI HG 701 LLC


By: Joseph "Teddy" Kim
Its: Authorized Signer
Date: 2/3/2020

1605 King Street, Suite 3
Alexandria, VA 22314

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. AVANTI HG 701 LLC	1605 King Street, Suite 3	100%
2.	Alexandria VA 22314	See Attached.
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 701 N Henry Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. AVANTI HG 701 LLC	1605 King Street, Suite 3	100%
2.	Alexandria VA 22314	See Attached.
3.		

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

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Greg Salvaggio	None	N/A
2. Keinan Ashenazi Mark Goldstein	None None	N/A N/A
3. Joseph Kim	None	N/A

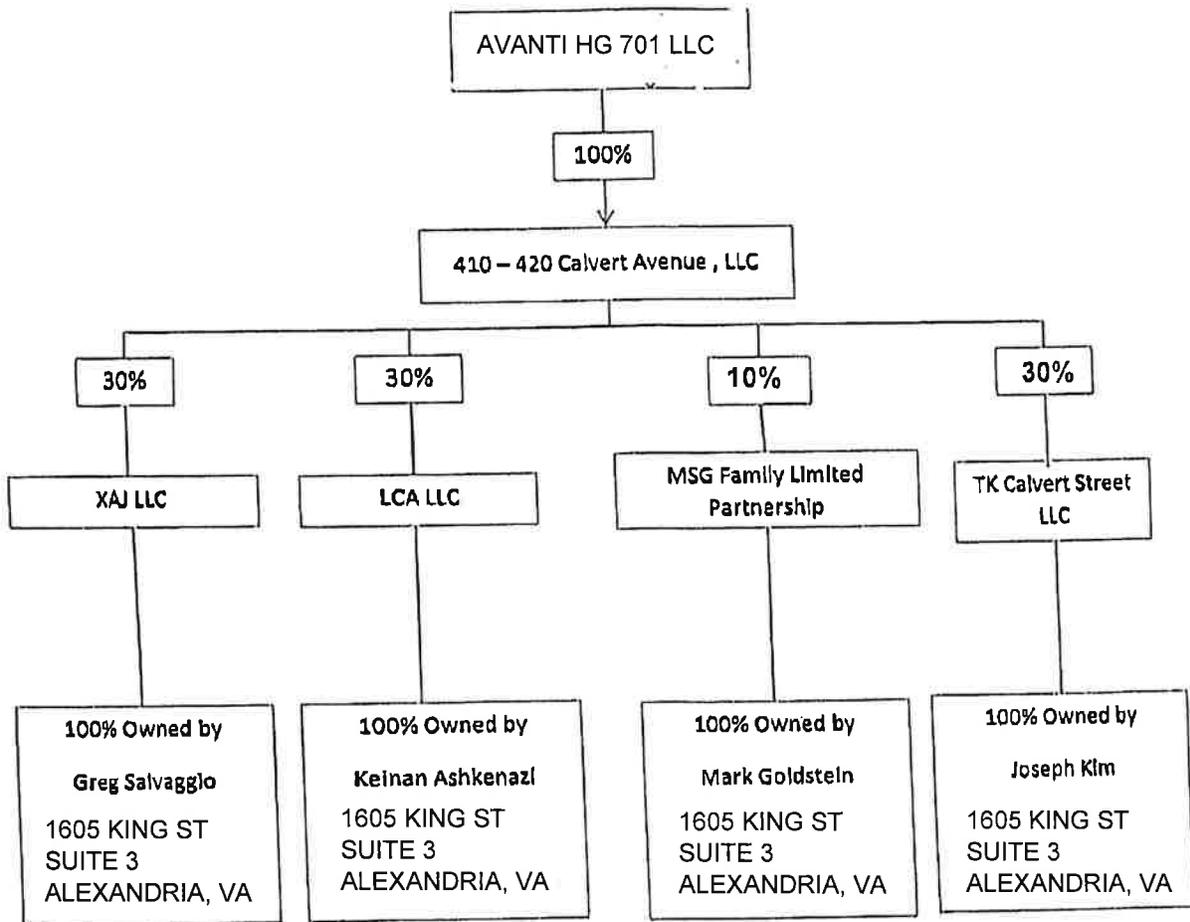
NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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

2/12/20 m catherine Buskar m c Buskar
Date Printed Name Signature

AVANTI HG 701 LLC OWNERSHIP INFORMATION

FEBRUARY 12, 2020



***None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.**

701 N Henry Street (the “Property”)
Statement of Justification

February 12, 2020

Proposal Overview

The Property is located at 701 N Henry Street, within the Braddock Metro Neighborhood Plan area (“BMNP” or the “Plan”). Avanti HG 701 LLC (the “Applicant”) is proposing to develop the property with 94 multifamily apartment units, 7 of which would be dedicated affordable housing units at 60% AMI for 40 years, consistent with the requirements associated with bonus density set forth in Section 7-700 of the Zoning Ordinance. The Applicant proposes one level of underground parking (90 spaces, 5 of which are tandem) and one on-street loading space on Wythe Street. The proposed development will include open space in the form of a ground level landscaped courtyard and above grade amenity space to serve the residents of the building.

The proposed building provides an urban street wall on N Henry Street and a “retail ready” two-story lobby and amenity feature at the corner of N Henry and Wythe Streets, which will activate the pedestrian realm. The landscaped courtyard in the rear provides a setback from the single family homes to the east of the Property. In conformance with the BMNP’s design guidelines and the City’s Complete Streets Design Guidelines, the proposed streetscape is pedestrian friendly and acknowledges Wythe Street’s designation as a “walking street.”

Overall, the Applicant is improving the site, which is currently occupied by one-story industrial flex/retail space, by reducing the number of curb cuts from three (3) to one (1), removing surface parking, undergrounding utilities serving the site, improving the streetscape with new sidewalks, street trees and streetlights, and increasing the supply of housing (both market rate and affordable), consistent with the goals of the BMNP.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from Commercial Service Low (CSL) to Commercial Residential Mixed-Use Medium (CRMU-M) to allow for a mixed-use development at a 2.0 FAR and to amend the tables on pages 97 (Development) and 98 (Land Use) of the BMNP to reflect this new zoning. While the CSL zoning permits limited residential development, the proposed Master Plan Amendment and Rezoning are consistent with Council’s stated priorities of increasing density near Metro, and the mass and scale of the building are consistent with other buildings along N Henry Street within the BMNP. The property is adequately served by essential public facilities including streets, parking, drainage, trash removal, water and sewers and schools. In addition, the proposed development is consistent with the goals and guidelines set forth in the BMNP and consistent with the zoning, height, and density of other development parcels in the BMNP while transitioning in height to the single family homes to the east of the site.

Bonus Density for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance, the Applicant is requesting bonus density and height for the provision of affordable housing. The Applicant is requesting 30% bonus density, or a 2.6 FAR. In accordance with the bonus density provisions, the Applicant is providing 7 on-site affordable units at 60% of AMI for 40 years.

Transportation Management Plan

Please see the memorandum provided by Wells & Associated for the proposed Transportation Management Plan, enclosed with this application.

In summary, the proposal will replace a one-story, aging, industrial flex/retail building with an urban, 94-unit, residential building that addresses the street, promotes pedestrian activity with an active ground floor, and furthers the implementation of the vision set forth in the BMNP.

**701 N Henry Street
Affordable Housing Plan
February 12, 2020**

1.1 Project name and address

Project Name/Address: 701 N Henry

1.2 Application number

DSUP #2019-0028

1.3 Brief description of the application and the proposed development program

The Applicant proposes to construct a five-story multifamily building with 94 rental units and site improvements.

1.4 Requested zoning changes or waivers (if any)

- **Master Plan Amendment**
- **Rezoning from CSL to CRMU-M**
- **DSUP with Preliminary Site Plan for a multifamily residential building with a 2.0 FAR**
- **Bonus density and height for the provision of affordable housing**
- **Transportation Management Plan Special Use Permit**

1.5 The Small Area Plan in which the project is located and a brief discussion of how relevant affordable housing goals and recommendations are being addressed by the AHP

The project is located within the Braddock Metro Neighborhood Plan. This plan encourages affordable housing in order to create an economically diverse area, but does not specifically identify any affordable housing goals for this site. The proposed project creates 7 new affordable units in a transit-oriented development.

2. Description of the AHP to include:

2.1 Number, type (rental/for-sale), size (number of bedrooms), level of affordability (% of Area Median Income), and length of affordability of proposed affordable units

Consistent with the overall unit mix, the Applicant proposes to provide 1 studio, 4 one-bedroom and 2 two-bedroom units for households with incomes up to 60% of AMI for 40 years.

2.2 General description of location of affordable units in the project

All seven affordable units will be located in the proposed building and will be dispersed throughout the building.

2.3 Confirmation that residents of affordable units will have equal access to all amenities available to residents of market-rate units

The residents of the affordable units will have equal access to all amenities available to residents of the market-rate units within the building.

**701 N Henry Street
Affordable Housing Plan
February 12, 2020**

2.4 Number, type (rental/for-sale), size (number of bedrooms), level of affordability (% of Area Median Income), and length of affordability of existing affordable units being demolished as part of redevelopment (if any)

No units are being demolished as part of this redevelopment.

2.5 Brief discussion of tenant relocation plan approved by the Landlord-Tenant Relations Board (if applicable)

N/A

2.6 Description of the phasing of the project and any implications it may have on the delivery of units (if any)

The building will be constructed in one phase.

2.7 Description of any voluntary contributions to be made to the Housing Trust Fund in addition to the provision of affordable units (if any)

In addition to the 7 on-site units, the Applicant will be providing a monetary contribution to the Housing Trust Fund.

2.8 Any other information the applicant deems relevant to the AHP

N/A

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

Specify time period (i.e., day, hour, or shift).
The number of users will be typical of a 94-unit residential building.

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

Specify time period (i.e. day, hour, or shift).
To be determined by the building management staff at a later date.

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

Day	Hours	Day	Hours
Residential: 24/7	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Noise levels will be in compliance with City Code.

- B. How will the noise from patrons be controlled?
No significant noise is anticipated. Noise from residents will be in compliance with City Code.

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

No odors are anticipated. Trash is internal to the building.

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

- A. What type of trash and garbage will be generated by the use?
Typical for the proposed uses.

- B. How much trash and garbage will be generated by the use?
Typical for the proposed uses.

- C. How often will trash be collected?
Trash will be collected as often as necessary.

- D. How will you prevent littering on the property, streets and nearby properties?
Staff will monitor the property for litter.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:
Typical cleaning products associated with a residential building will be used and will be disposed
of appropriately.

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

Property management will monitor activities on the property.

ALCOHOL SALES

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

Yes. No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

85 residential parking spaces

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

35 Standard spaces

50 Compact spaces

Handicapped accessible spaces

5 Tandem Other

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning _____ ordinance?

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

- C. Where are off-street loading facilities located?
One on-street loading space is provided on Wythe Street.
- _____

- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading will occur between 7AM and 11PM.
- _____

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As often as necessary.
- _____

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

Street access is adequate.

WELLS + ASSOCIATES

MEMORANDUM



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620
WellsandAssociates.com

TO: Bob Garbacz
City of Alexandria

FROM: Michael R. Pinkoske, PTP
Grady P. Vaughan, P.E.
Dyron D. Capers, EIT
Wells + Associates, Inc.

RE: 701 N. Henry Street

SUBJECT: Multimodal Assessment and Trip Generation Analysis

DATE: February 12, 2020

Introduction

Wells + Associates has prepared a multimodal and trip generation memorandum for the proposed redevelopment of the 701 N. Henry Street property. The block is bounded by Madison Street to the north, Wythe Street to the south, N. Henry Street (U.S. Route 1) to the west, and N. Patrick Street (U.S. Route 1) to the east. The subject property is currently occupied by the approximately 13,665 square foot (SF) Alexandria Lighting & Supply warehouse. The Applicant proposes to raze the existing use and redevelop the site with a 94-unit multifamily development. The site location is shown on Figure 1.

As mentioned above, the existing warehouse would be razed and redeveloped with 94 units (approximately 95,264 GSF) of residential units. The proposal would be served by approximately 85 parking spaces in one (1) level of below-grade parking. One on-street (1) loading space is proposed on Wythe Street. Access to the parking garage would be located approximately mid-block on Wythe Street. A reduced version of the concept plan is shown on Figure 2.

Multimodal Transportation Network Assessment

It is a goal of the City of Alexandria to create an integrated, multimodal transportation system that is accessible and safe for all users, including pedestrians and bicyclists. To help achieve this goal, the City Council adopted a Complete Streets Policy in 2010. The term Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users. The policy is intended

WELLS + ASSOCIATES

MEMORANDUM

to promote equality for pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor vehicles. Further, the policy is intended to promote equality for people of all ages and abilities, including children, older adults, and individuals with disabilities. The study area includes bicycle and pedestrian data, analysis and reporting of infrastructure within a ¼ mile radius from the site. An integrated transportation system will allow for the subject property to encourage users to utilize alternative modes of transportation in lieu of single occupancy vehicles when traveling to and from the site.

Pedestrian Facilities

The Braddock Metro Small Area Plan has a connected network of sidewalks that provides the safe and efficient movement of pedestrians between residences, places of employment, retail shops, open space, transit facilities and other destinations within the area. A review of existing conditions confirms that within ¼ mile from the subject site, as shown on Figure 3, sidewalks are present along both sides of all streets.

There are 19 signalized intersections within the pedestrian and bicycle ¼ mile study area. A review of the existing signalized intersections confirms that crosswalks are provided across each leg. Every crosswalk provides pedestrian ramps connecting the sidewalks on either side. Pedestrian count down heads are provided for each marked crosswalk at the signalized intersections as shown on Figure 3.

Public Transit Service

The Braddock Metro Neighborhood is well served by transit as shown on Figure 4. This includes DASH bus, Bus Rapid Transit (BRT), Metrobus, and Metrorail.

Metrorail Service. The Braddock Road Metrorail station is located approximately 0.25 miles (straight line distance) west of the subject site. This station is served by both the Yellow and Blue Lines. The subject property is located within the ½ mile walkshed from the station based on the City of Alexandria Metro Station Walkshed Map.

WELLS + ASSOCIATES

MEMORANDUM

DASH Service. DASH service is provided by lines AT2, AT3, AT3/4, and AT5 in the vicinity of the site as shown on Figure 4. Line AT2 provides service from Lincolnia to the Braddock Road Metrorail station; additional stops include Mark Center Station, the Alexandria Hospital, the King Street-Old Town Metro station, and City Hall. In the vicinity of the site, the line travels along Powhatan Street, Montgomery Street, and Madison Street. Line AT3 provides weekday service between Hunting Point and the Pentagon Metro Station with a stop at the Braddock Road Metro Station. In the vicinity of the site, the line travels along Pendleton Street. Line AT3/4 provides weekday and Saturday service between Old town and Parkfairfax. In the vicinity of the site, the line runs along Pendleton Street. Line AT5 provides service from the Van Dorn Street Metro station to the Braddock Road Metro station; additional stops include Landmark Mall, King Street Metro, and the Alexandria Hospital. In the vicinity of the site, the line travels along Madison Street.

Metroway. Metroway is a BRT system which operates with dedicated travel lanes along a portion of the route from U.S. Route 1/Potomac Avenue to U.S. Route 1/East Glebe Road. Service began in August 2014 and replaced the 9S line. Service is provided between the Braddock Road and Pentagon City Metro stations, via the Crystal City-Potomac Yard Transitway. Buses run every six minutes from Crystal City to Potomac Yard and every 12 minutes between Braddock Road and Pentagon City. They run every 12 minutes to 15 minutes on off-peak times during weekdays and every 20 minutes on weekends. The closest stop to the subject site is located at Braddock Road Metrorail Station. The subject property is located within the ½ mile walkshed of BRT based on the City of Alexandria BRT Walkshed Map.

Metrobus Service. Metrobus service is provided by lines 10A and 10B. Lines 10A and 10B run along Pendleton Street in the vicinity of the site. Line 10A operates daily and provides service between the Pentagon Metrorail Station and the Huntington Metrorail Station. Line 10B also operates daily. It provides service between Hunting Point and the Ballston Metrorail Station. The closest stop to the site is at the intersection of Pendleton Street and N Henry Street.

Bicycle Network

As shown on Figure 5, within the vicinity of the site, N Fayette Street and West Street (to the west) is marked as on-street bike routes. Oronoco Street (to the south) and N Columbus Street (to the east) have shared lane markings. These routes connect to the Mount Vernon Trail that run to the north and south of the site.

WELLS + ASSOCIATES

MEMORANDUM

Currently, the closest Capital Bikeshare facility to the subject site exists directly to the north at the intersection of Madison Street and N. Henry Street (15 docks), as shown on Figure 5. Capital Bikeshare is also available at the Pendleton Street and N. Henry Street intersection (16 docks). The closest bicycle shops to the subject site are located at 1100 King Street and 302 Montgomery Street.

Pedestrian Access to/from 701 N. Henry Street

Access for pedestrians is facilitated by marked crosswalks and ADA ramps at the intersections of Wythe Street/N. Henry Street, Wythe Street/N. Patrick Street, and Madison Street/N. Henry Street. ADA ramps exist on all quadrants of the intersections with marked crosswalks. The subject development would include streetscape improvements that will improve sidewalks along the west and south site frontage on N. Henry Street and Wythe Street.

The nearest transit stop is located at the southwest corner of N. Henry Street and Madison Street (Lines AT2 and AT5). The Braddock Road Metrorail station is approximately 0.25 miles west of the site and is accessible via a connected grid of sidewalk.

According to walkscore.com, 701 N. Henry Street has a walkscore of 92, Walker's Paradise, transit score of 73, Excellent Transit, and bike score of 71, Very Bikeable, due to the presence of transit and bike amenities near the site. Based on the City's walkability worksheet, included as Attachment 1, 701 N. Henry Street has a walkscore of 90.

On-street Parking Restrictions

On-street parking restrictions on block faces surrounding the site are shown on Figure 6. No changes to the existing parking restrictions on N. Henry Street are proposed as part of this project. The proposal will reduce the existing curb cuts on the property from three (3) to one (1), and the proposed on-street loading space on Wythe Street will be marked with appropriate signage.

Trip Generation

The trip generation analysis prepared for the proposed redevelopment on 701 N Henry Street is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The site is currently occupied by an Alexandria Lighting & Supply warehouse, consisting of approximately 13,665 square feet (SF) of space. Vehicular access is currently provided via three (3) curb cuts, one (1) on N. Henry Street, and two (2) on Wythe Street.

WELLS + ASSOCIATES

MEMORANDUM

The trip generation analysis for the proposed multifamily residential building and a comparison to the existing use are presented in Table 1. These calculations are based on unfractured ITE trip generation rates/equations for ITE land uses codes 150 (Warehousing) and 221 (Multifamily Housing – Mid-rise). The trip generation provided in Table 1 is based on non-reduced rates, consistent with the requirements of determining whether a traffic study is required. Based on the transit-oriented surroundings of the site, a non-auto reduction is anticipated but is not allowed to be applied for purposes of this memorandum.

As shown in Table 1, the proposed residential housing would generate 30 additional weekday AM peak hour trips and 39 additional weekday PM peak hour trips in comparison to the existing use. Based on the trip generation analysis contained herein the proposal would not meet the 50 peak hour trip threshold requiring a transportation study per the *Transportation Planning Administrative Guidelines* (June 2017).

Transportation Management Plan (TMP)

A TMP is a site-specific plan of Transportation Demand Management (TDM) strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to driving alone. The TMP is required by the zoning ordinance through the City's development review process, depending on the size of the development.

The ordinance requires that projects submit a Special Use Permit application which must include a multimodal transportation study and a Transportation Management Plan. The thresholds for developments requiring a TMP for the proposed uses are 20 residential units. Generally, there are three types of TMP tiers that determine program participation: Tier 1 TMPs are for smaller developments, Tier 2 for mid-sized developments and Tier 3 for larger developments. Based on the development program assumed in the trip generation, the proposal would be classified as a Tier 1 TMP (residential).

Tier 1 TMPs shall be required to join the Citywide TDM program. Joining the Citywide program requires payments to the TDM fund and allows the City to implement TDM measures such as surveys, mailings and hosting events to encourage participation.

Conclusion

For the reasons outlined herein, we request confirmation that this document serve as the required multimodal transportation and trip generation assessment of the proposed development and that nothing additional would not be required of the Applicant.

Thank you for your consideration and please feel free to contact Michael Pinkoske at 703.676.3609 or mrpinkoske@wellsandassociates.com with any questions or comments.

Table 1
701 N. Henry Street
Site Trip Generation Analysis¹

Land Use	ITE Code	Size	Units	AM Peak Hour		PM Peak Hour		Average Daily Trips
				In	Out	In	Out	
Existing								
	Warehousing ²	13,665	SF	2	-	1	2	3
Proposed								
	Multifamily Housing (Mid-Rise)	94	DU	8	24	26	16	42
Net New Site Trips				6	24	25	14	39
								487

Notes:

1. Trip generation estimates based on ITE's *Trip Generation Manual*, 10th Edition.
2. The warehouse use contains a small portion of accessory office and retail space in the building.



Figure 1
Site Location



NORTH

701 N. Henry Street
City of Alexandria, Virginia



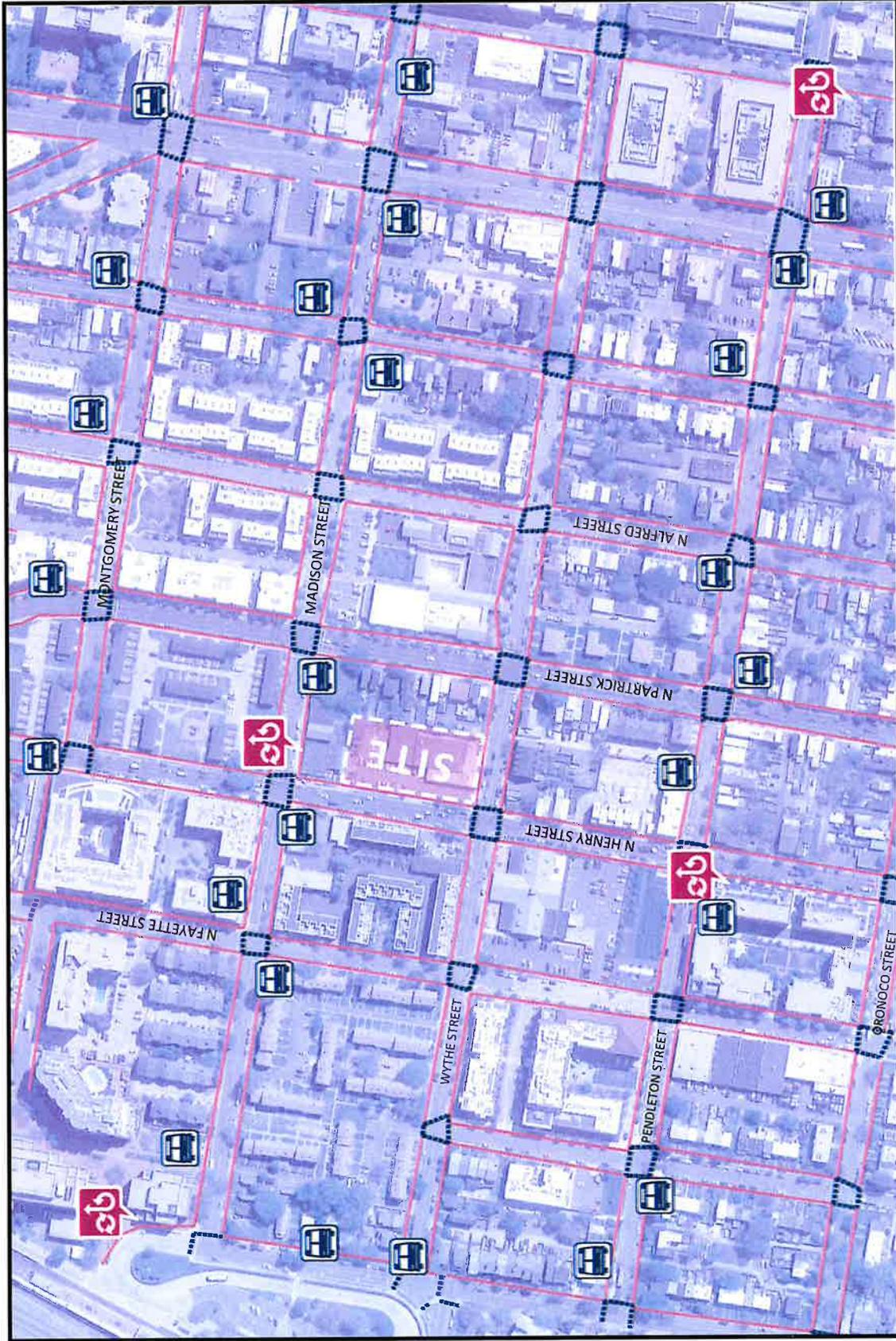
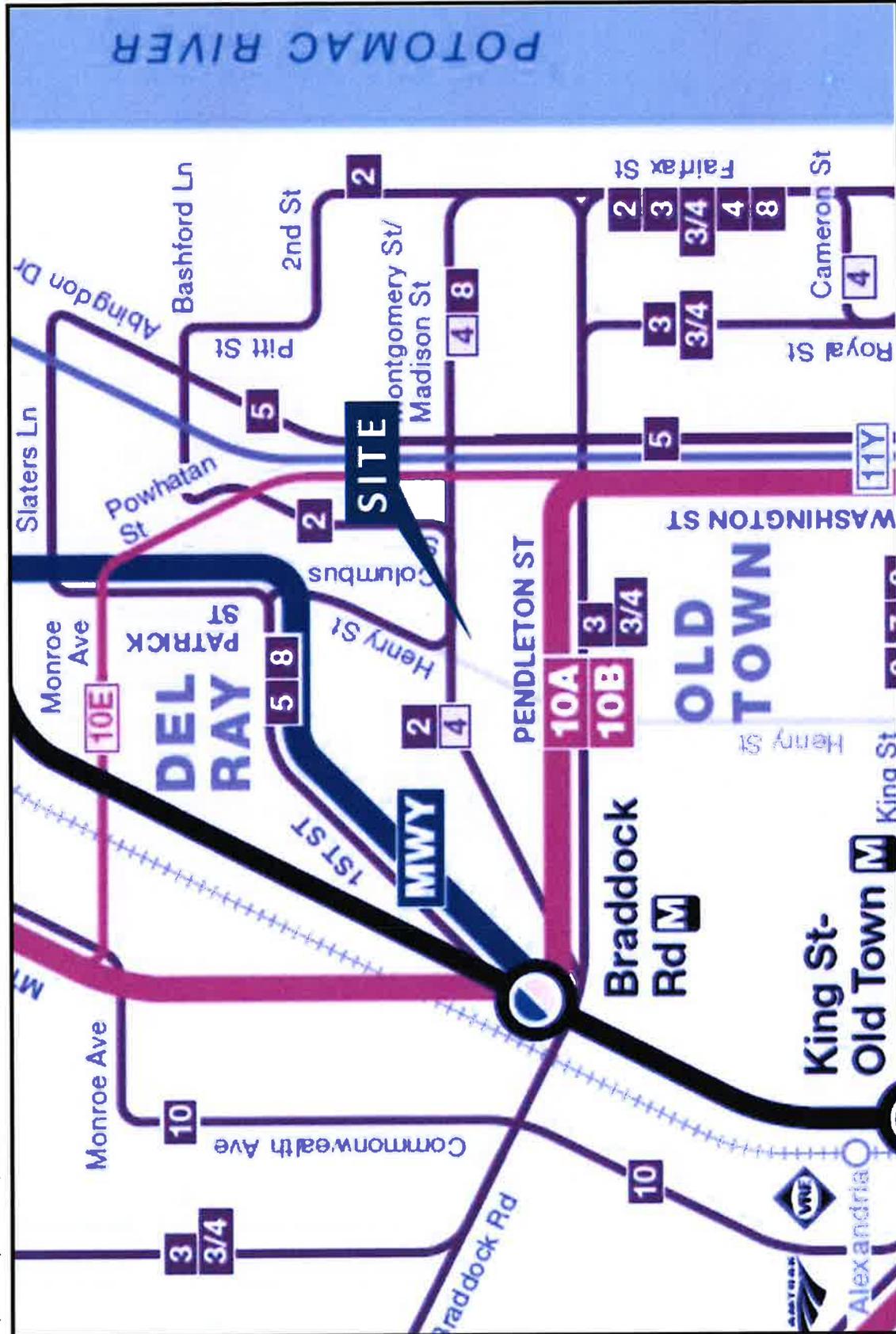


Figure 3
Existing Pedestrian and Bike Infrastructure

NORTH
701 N. Henry Street
City of Alexandria, Virginia





NORTH
701 N. Henry Street
City of Alexandria, Virginia

Figure 4
Transit Map



10

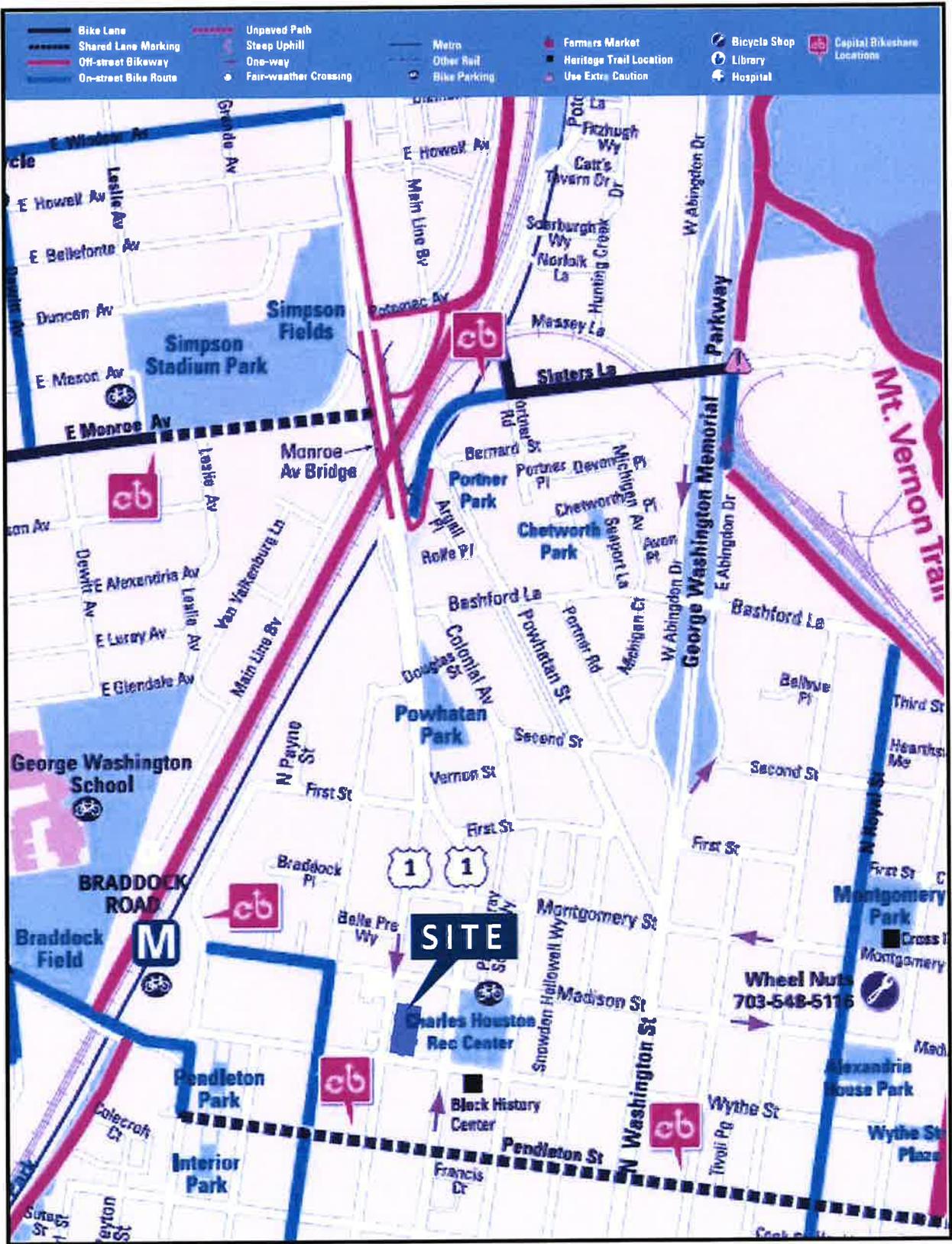


Figure 5
Alexandria County Bike Map



NORTH

701 N. Henry Street
City of Alexandria, Virginia



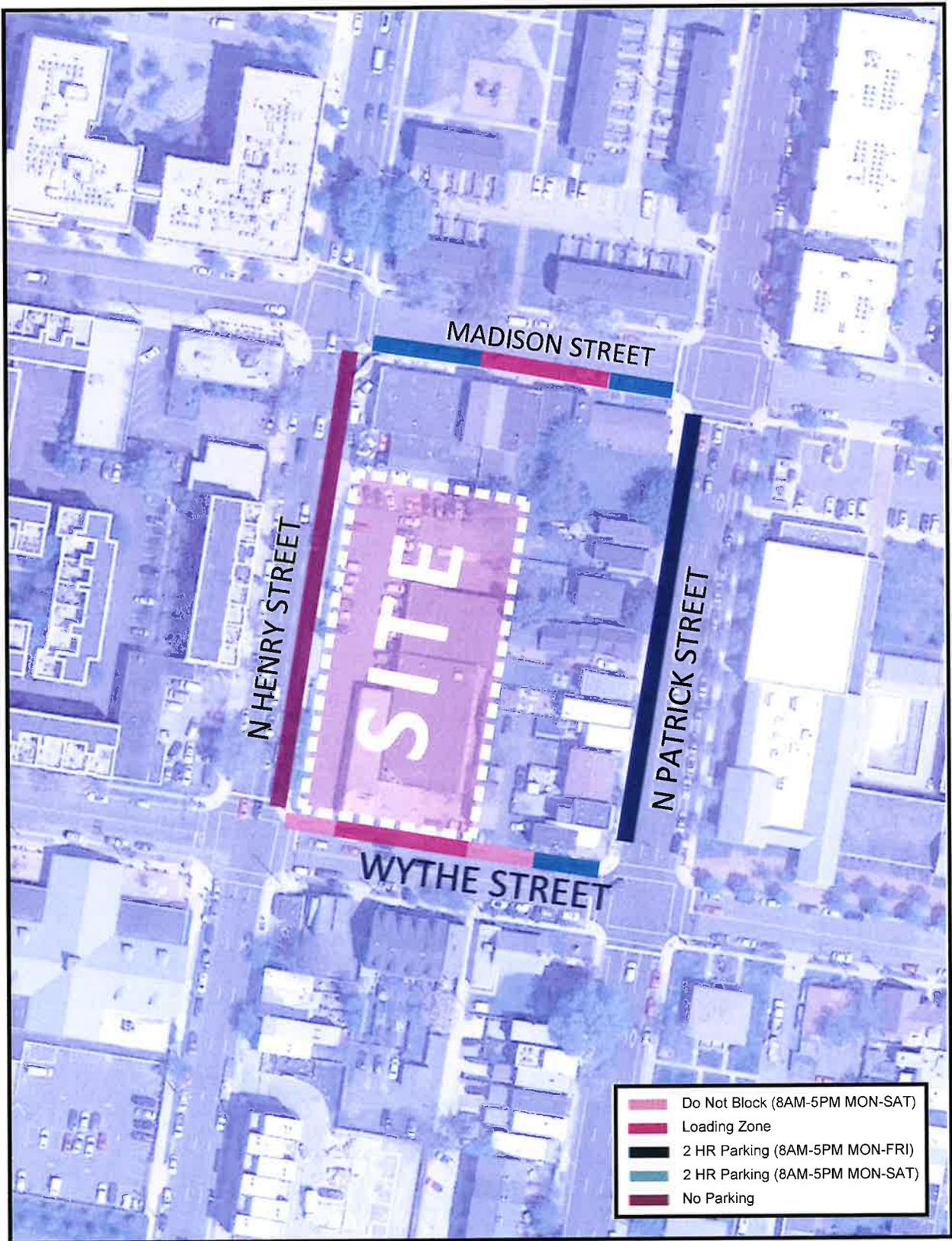


Figure 6
On-Street Parking Restrictions



NORTH

701 N. Henry Street
City of Alexandria, Virginia



ATTACHMENT 1

701 N Henry Street - Walkability Index Use Types & Categories Chart

Category		Max Points	Use or Service Type	0.25 Miles or Less	0.25 - 0.5 Miles	Notes
Food Retail	15	Supermarket or grocery with produce section (min. 5,000 gross square footage)	15	5	Lee's Market, Harris Teeter, Trader Joe's	
		Convenience Store	7	3	Meridian Deli & Convenience	
Community-serving retail	20	Farmers Market (min. 9 months per year)	5	-		
		Hardware Store	5	-		
		Pharmacy ¹	5	5	Harris Teeter Pharmacy	
		Other Retail ²	3*	-	Tony's Auto Service, European Auto Body, Mason Social * 3 Retail uses credited for 8 points towards category max.	
Services	20	Bank (not ATM)	5	-	Bank of America	
		Family entertainment venue (e.g. theater, sports)	5	-		
		Gym, health club, exercise studio	5	-	Solidcore Pilates Studio, UFC Gym Alexandria located	
		Hair Care	3	-	Another Level, Salon 46, Aulliano Salon	
		Laundry, dry cleaner	5	-	Madison Cleaners, Monarach Dry Cleaners	
		Restaurant, café, diner (excluding those with only drive-thru service) ³	5	5	McDonalds, Lost Dog, Sugar Shack Donuts	
		Adult or senior care (licensed)	3	-		
		Child Care (licensed)	3	-	Madison Day School	
		Cultural arts facility (museum, performing arts)	5	-		
		Education facility (e.g. K-12 school)	10	5	Commonwealth Academy, George Washington Middle School	
Civic and community facilities	35	Education facility (e.g. university, adult education center, vocational school, community college)	5	-		
		Government office that serves public on-site	3	-	Alexandria City Public School office	
		Medical clinic or office that treats patients	3	-	Nova Patient Care	
		Place of worship	5	-	St. Joseph Catholic Church, Community Presbyterian Church	
		Police or fire station	3	-	Alexandria Fire Station 204	
		Post office	5	-	US Postal Service	
		Public library	5	-		
		Public park	10	5	Pendleton Park, Braddock Open Space	
		Community recreation center	3	-	Charles Houston	
		Social services center	3	-	Residential Care Inc. City of Alexandria Department of Community and Human Services	
Community anchor uses	10	10	5	Braddock Metro Office Complex		

¹Pharmacies may be co-located with grocery stores

²Multiple retail uses may be counted if they are of a different type

³Only up to two restaurants may be counted



APPLICATION

Master Plan Amendment MPA# _____

Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 701 N Henry Street

APPLICANT

Name: AVANTI HG 701 LLC

Address: 1605 King Street, Suite 3, Alexandria VA 22314

PROPERTY OWNER:

Name: AVANTI HG 701 LLC

Address: 1605 King Street, Suite 3, Alexandria VA 22314

Interest in property:

- Owner Contract Purchaser
- Developer Lessee Other _____

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

- Yes: If yes, provide proof of current City business license.
- No: If no, said agent shall obtain a business license prior to filing application.
NA.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent

Signature

2200 Clarendon Blvd

703-528-4700

703-525-3197

Mailing/Street Address

Telephone #

Fax #

Arlington, VA 22201

2/12/2020

City and State Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____ ACTION - CITY COUNCIL: _____

MPA # _____

REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

- 1.** Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:
See attached.

- 2.** Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:
See attached.

- 3.** Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.
See attached.

- 4.** If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):
See attached.

701 N Henry Street (the “Property”)
Statement of Justification

February 12, 2020

Proposal Overview

The Property is located at 701 N Henry Street, within the Braddock Metro Neighborhood Plan area (“BMNP” or the “Plan”). Avanti HG 701 LLC (the “Applicant”) is proposing to develop the property with 94 multifamily apartment units, 7 of which would be dedicated affordable housing units at 60% AMI for 40 years, consistent with the requirements associated with bonus density set forth in Section 7-700 of the Zoning Ordinance. The Applicant proposes one level of underground parking (90 spaces, 5 of which are tandem) and one on-street loading space on Wythe Street. The proposed development will include open space in the form of a ground level landscaped courtyard and above grade amenity space to serve the residents of the building.

The proposed building provides an urban street wall on N Henry Street and a “retail ready” two-story lobby and amenity feature at the corner of N Henry and Wythe Streets, which will activate the pedestrian realm. The landscaped courtyard in the rear provides a setback from the single family homes to the east of the Property. In conformance with the BMNP’s design guidelines and the City’s Complete Streets Design Guidelines, the proposed streetscape is pedestrian friendly and acknowledges Wythe Street’s designation as a “walking street.”

Overall, the Applicant is improving the site, which is currently occupied by one-story industrial flex/retail space, by reducing the number of curb cuts from three (3) to one (1), removing surface parking, undergrounding utilities serving the site, improving the streetscape with new sidewalks, street trees and streetlights, and increasing the supply of housing (both market rate and affordable), consistent with the goals of the BMNP.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from Commercial Service Low (CSL) to Commercial Residential Mixed-Use Medium (CRMU-M) to allow for a mixed-use development at a 2.0 FAR and to amend the tables on pages 97 (Development) and 98 (Land Use) of the BMNP to reflect this new zoning. While the CSL zoning permits limited residential development, the proposed Master Plan Amendment and Rezoning are consistent with Council’s stated priorities of increasing density near Metro, and the mass and scale of the building are consistent with other buildings along N Henry Street within the BMNP. The property is adequately served by essential public facilities including streets, parking, drainage, trash removal, water and sewers and schools. In addition, the proposed development is consistent with the goals and guidelines set forth in the BMNP and consistent with the zoning, height, and density of other development parcels in the BMNP while transitioning in height to the single family homes to the east of the site.

Bonus Density for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance, the Applicant is requesting bonus density and height for the provision of affordable housing. The Applicant is requesting 30% bonus density, or a 2.6 FAR. In accordance with the bonus density provisions, the Applicant is providing 7 on-site affordable units at 60% of AMI for 40 years.

Transportation Management Plan

Please see the memorandum provided by Wells & Associated for the proposed Transportation Management Plan, enclosed with this application.

In summary, the proposal will replace a one-story, aging, industrial flex/retail building with an urban, 94-unit, residential building that addresses the street, promotes pedestrian activity with an active ground floor, and furthers the implementation of the vision set forth in the BMNP.

AVANTI HG 701 LLC

February 3, 2020

AVANTI HG 701 LLC
1605 King Street, Suite 3
Alexandria, VA 22314

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent/Authorization to File an Application for a Rezoning, a Master Plan Amendment and a Development Special Use Permit with Preliminary Site Plan 701 N Henry Street (TM ID #054.04-05-17, the "Property")

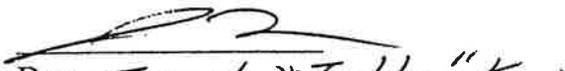
Dear Mr. Moritz:

As owner of the above-referenced Property, AVANTI HG 701 LLC hereby consents to the filing of an application for a Rezoning, a Master Plan Amendment, a Development Special Use Permit with Preliminary Site Plan, and any related requests on the Property.

AVANTI HG 701 LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Rezoning, a Master Plan Amendment, a Development Special Use Permit with Preliminary Site Plan, and any related requests on the Property.

Very Truly Yours,

AVANTI HG 701 LLC


By: Joseph "Teddy" Kim
Its: Authorized Signer
Date: 2/3/2020

1605 King Street, Suite 3
Alexandria, VA 22314

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. AVANTI HG 701 LLC	1605 King Street, Suite 3	100%
2.	Alexandria VA 22314	See Attached.
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 701 N Henry Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. AVANTI HG 701 LLC	1605 King Street, Suite 3	100%
2.	Alexandria VA 22314	See Attached.
3.		

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

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Greg Salvaggio	None	N/A
2. Keinan Ashenazi Mark Goldstein	None None	N/A N/A
3. Joseph Kim	None	N/A

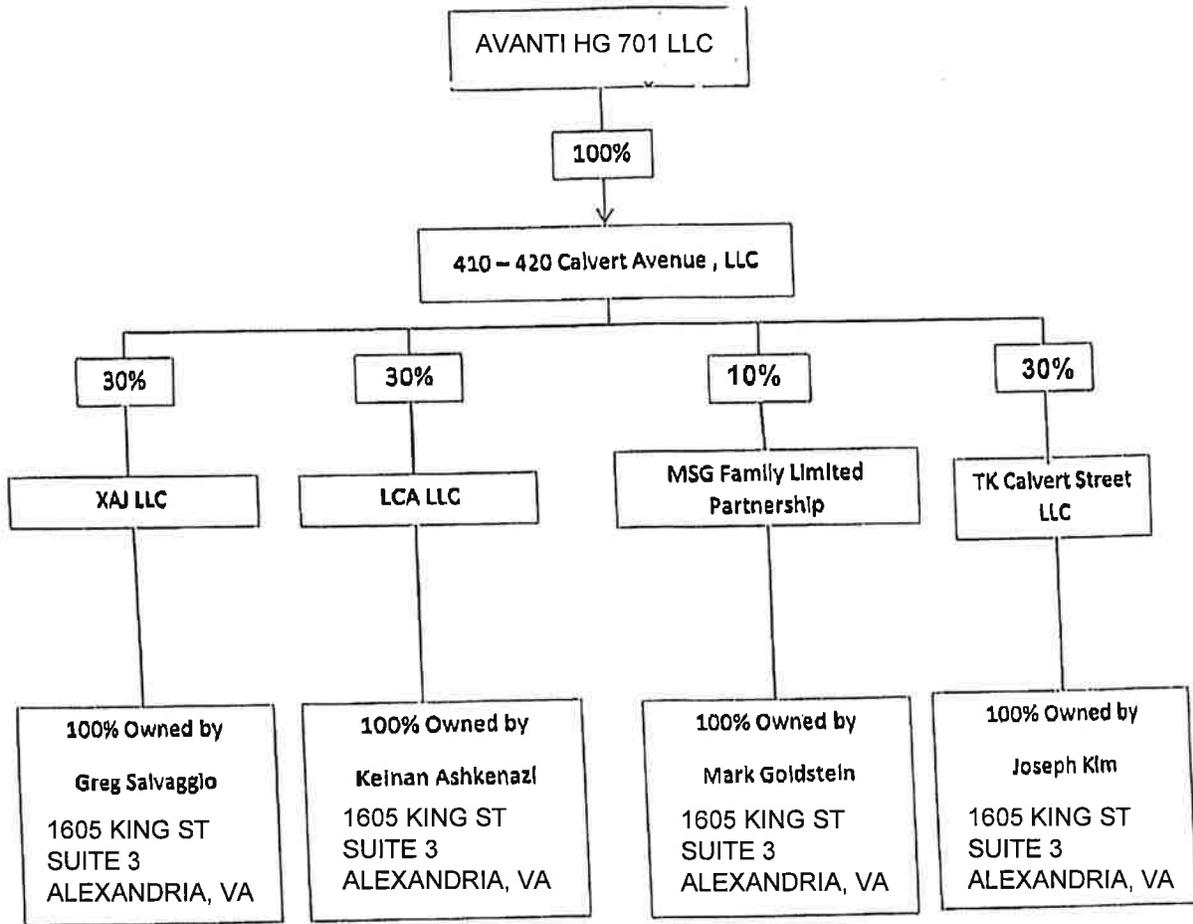
NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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

2/12/20 m catherine Puskas m c Puskas
Date Printed Name Signature

AVANTI HG 701 LLC OWNERSHIP INFORMATION

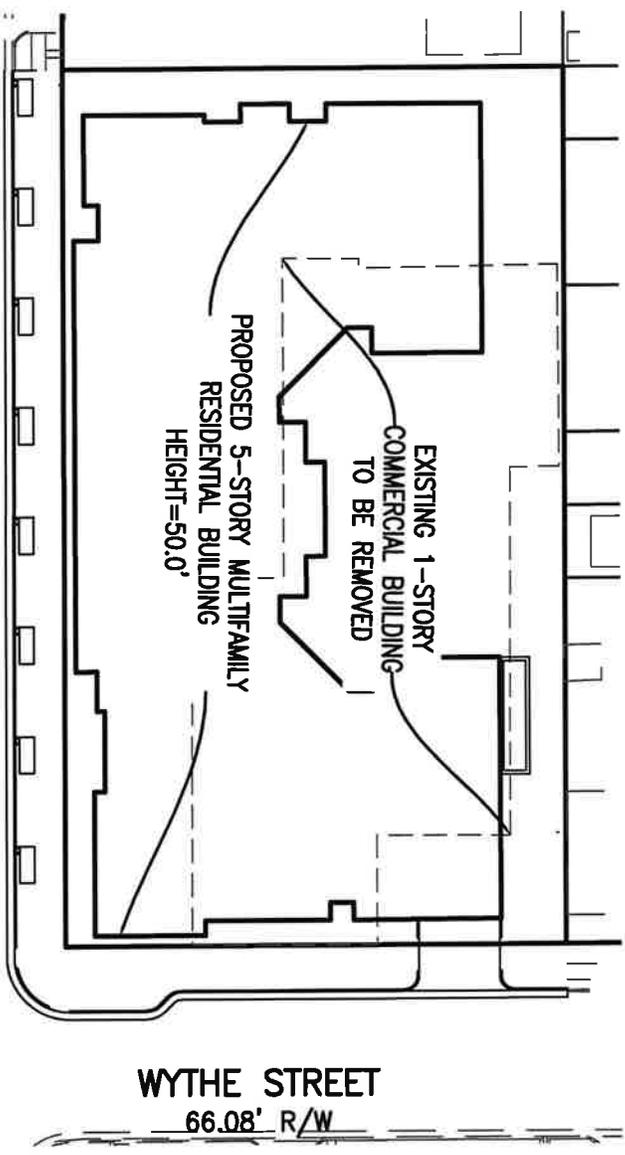
FEBRUARY 12, 2020



***None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.**



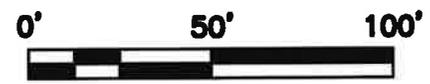
N HENRY STREET
66.08' R/W



WYTHE STREET
66.08' R/W

GENERAL NOTES:

1. TAX MAP: #054.04-05-17
2. ZONE: CSL
3. OWNER: AVANTI HG 701 LLC
1605 KING STREET, STE 3
ALEXANDRIA, VA 22314-2726
4. TOPOGRAPHIC SURVEY WAS FIELD RUN BY THIS FIRM. VERTICAL DATUM USED = NAVD '88 PER CITY OF ALEXANDRIA SURVEY CONTROL MONUMENT GPS #509. ELEVATION = 43.17'
5. TITLE REPORT WAS FURNISHED BY COMMONWEALTH LAND TITLE INSURANCE CO., FILE NO. REP0003VA DATED 7/3/2019 AND IS RELIED UPON AS ACCURATE BY THE SURVEYOR.
6. PLAT SUBJECT TO RESTRICTIONS OF RECORD.
7. TOTAL SITE AREA = 32,839 S.F. OR 0.7539 AC.



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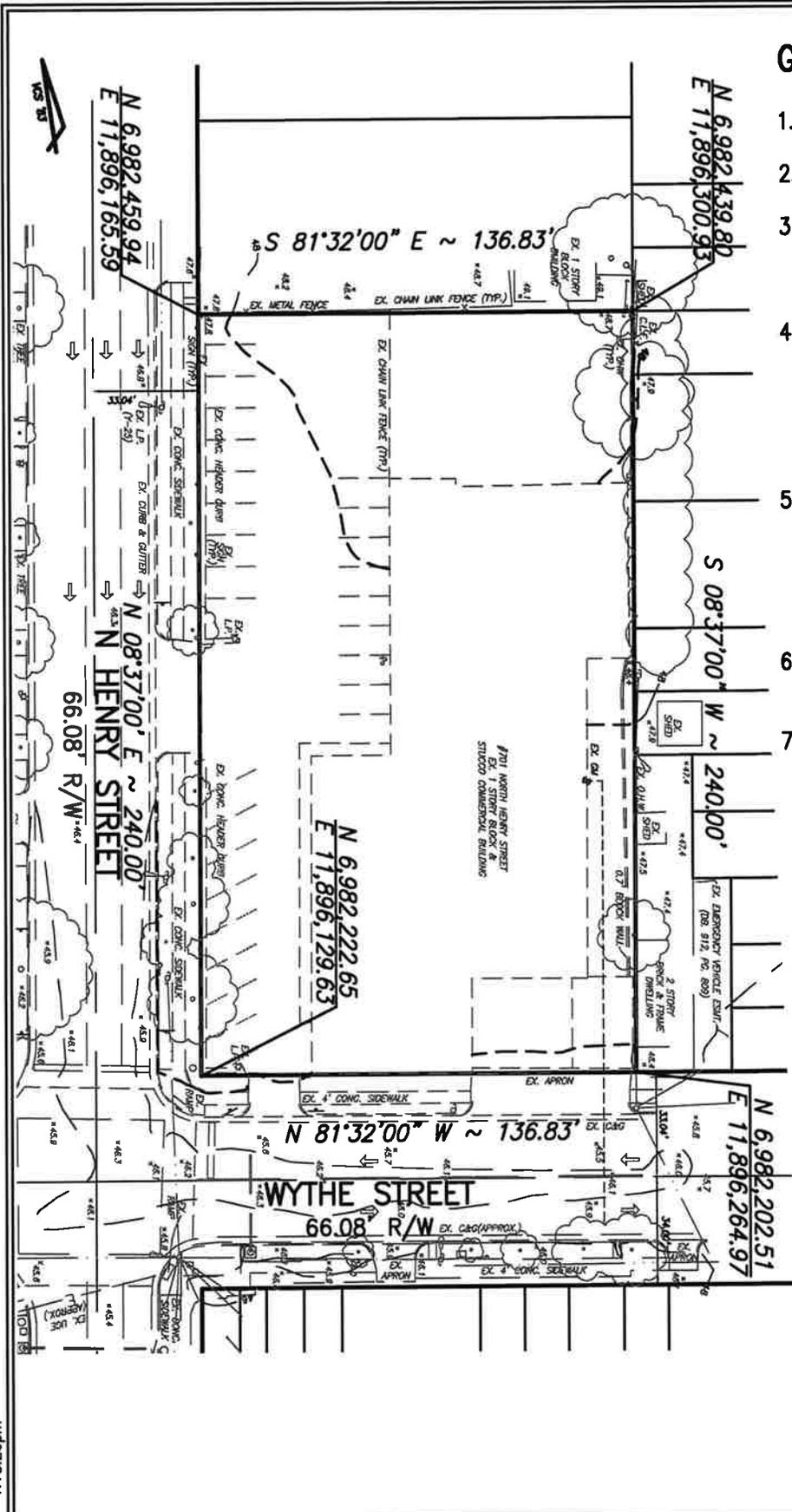
RC FIELDS & ASSOCIATES, INC.
ENGINEERING • LAND SURVEYING • PLANNING
700 S. Washington Street, Suite 220 www.rcassoc.com
Alexandria, Virginia 22314 (703) 549-6422

Master Plan Amendment and Zoning Amendment
BUILDINGS & STRUCTURES MAP
For the Property Located at
701 North Henry Street
City of Alexandria, Virginia

DATE	REVISION	DESIGN: VMM
		DRAWN: VMM
		SCALE: 1"=50'
		DATE: FEB 2020
		SHEET 1 OF 1
		FILE: 19-192

GENERAL NOTES:

1. TAX MAP: #054.04-05-17
2. ZONE: CSL
3. OWNER: AVANTI HG 701 LLC
1605 KING STREET, STE 3
ALEXANDRIA, VA 22314-2726
4. TOPOGRAPHIC SURVEY WAS FIELD RUN BY THIS FIRM. VERTICAL DATUM USED = NAVD '88 PER CITY OF ALEXANDRIA SURVEY CONTROL MONUMENT GPS #509. ELEVATION = 43.17'
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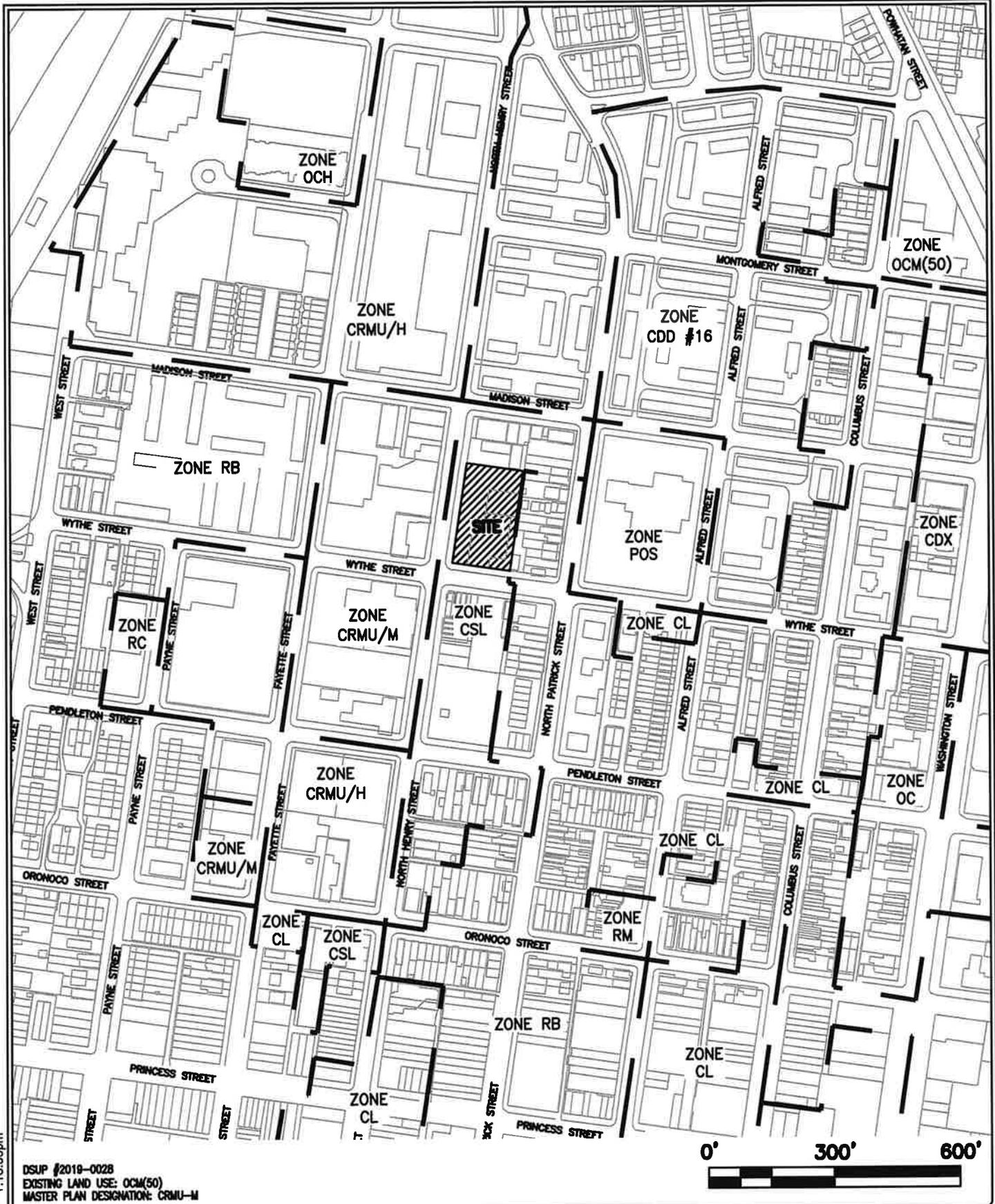
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RC FIELDS & ASSOCIATES, INC.
ENGINEERING • LAND SURVEYING • PLANNING
700 S. Washington Street, Suite 220 www.rcfassoc.com
Alexandria, Virginia 22314 (703) 549-6422

Master Plan Amendment and Zoning Amendment
METES AND BOUNDS MAP
For the Property Located at
701 North Henry Street
City of Alexandria, Virginia

DATE	REVISION	DESIGN: VMM
		DRAWN: VMM
		SCALE: 1"=50'
		DATE: FEB 2020
		SHEET 1 OF 1
		FILE: 19-192

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 Tue, Feb 11 2020 - 1:18:33pm



DSUP #2019-0028
 EXISTING LAND USE: OCM(50)
 MASTER PLAN DESIGNATION: CRMU-M

RC FIELDS
 & ASSOCIATES, INC.

ENGINEERING • LAND SURVEYING • PLANNING
 700 S. Washington Street, Suite 220 www.rcfassoc.com
 Alexandria, Virginia 22314 (703) 549-6422

Master Plan Amendment and Zoning Amendment
VICINITY MAP
 For the Property Located at
 701 North Henry Street
 City of Alexandria, Virginia

DATE	REVISION	DESIGN: VMM
		DRAWN: VMM
		SCALE: 1"=300'
		DATE: FEB 2020
		SHEET 1 OF 1
		FILE: 19-192



APPLICATION

Master Plan Amendment MPA# _____

Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 701 N Henry Street

APPLICANT

Name: AVANTI HG 701 LLC

Address: 1605 King Street, Suite 3, Alexandria VA 22314

PROPERTY OWNER:

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Address: 1605 King Street, Suite 3, Alexandria VA 22314

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- Owner Contract Purchaser
- Developer Lessee Other _____

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

- Yes: If yes, provide proof of current City business license.
- No: If no, said agent shall obtain a business license prior to filing application.
- NA.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

<u>M. Catharine Puskar, Attorney/Agent</u>			
Print Name of Applicant or Agent		Signature	
<u>2200 Clarendon Blvd</u>	<u>703-528-4700</u>	<u>703-525-3197</u>	
Mailing/Street Address	Telephone #	Fax #	
<u>Arlington, VA</u>	<u>22201</u>	<u>2/12/2020</u>	
City and State	Zip Code	Date	

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____	Fee Paid: \$ _____
Legal advertisement: _____	_____
ACTION - PLANNING COMMISSION _____	ACTION - CITY COUNCIL: _____

MPA # _____

REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

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701 N Henry Street (the “Property”)
Statement of Justification

February 12, 2020

Proposal Overview

The Property is located at 701 N Henry Street, within the Braddock Metro Neighborhood Plan area (“BMNP” or the “Plan”). Avanti HG 701 LLC (the “Applicant”) is proposing to develop the property with 94 multifamily apartment units, 7 of which would be dedicated affordable housing units at 60% AMI for 40 years, consistent with the requirements associated with bonus density set forth in Section 7-700 of the Zoning Ordinance. The Applicant proposes one level of underground parking (90 spaces, 5 of which are tandem) and one on-street loading space on Wythe Street. The proposed development will include open space in the form of a ground level landscaped courtyard and above grade amenity space to serve the residents of the building.

The proposed building provides an urban street wall on N Henry Street and a “retail ready” two-story lobby and amenity feature at the corner of N Henry and Wythe Streets, which will activate the pedestrian realm. The landscaped courtyard in the rear provides a setback from the single family homes to the east of the Property. In conformance with the BMNP’s design guidelines and the City’s Complete Streets Design Guidelines, the proposed streetscape is pedestrian friendly and acknowledges Wythe Street’s designation as a “walking street.”

Overall, the Applicant is improving the site, which is currently occupied by one-story industrial flex/retail space, by reducing the number of curb cuts from three (3) to one (1), removing surface parking, undergrounding utilities serving the site, improving the streetscape with new sidewalks, street trees and streetlights, and increasing the supply of housing (both market rate and affordable), consistent with the goals of the BMNP.

Master Plan Amendment and Rezoning

The Applicant requests a Master Plan Amendment and Rezoning from Commercial Service Low (CSL) to Commercial Residential Mixed-Use Medium (CRMU-M) to allow for a mixed-use development at a 2.0 FAR and to amend the tables on pages 97 (Development) and 98 (Land Use) of the BMNP to reflect this new zoning. While the CSL zoning permits limited residential development, the proposed Master Plan Amendment and Rezoning are consistent with Council’s stated priorities of increasing density near Metro, and the mass and scale of the building are consistent with other buildings along N Henry Street within the BMNP. The property is adequately served by essential public facilities including streets, parking, drainage, trash removal, water and sewers and schools. In addition, the proposed development is consistent with the goals and guidelines set forth in the BMNP and consistent with the zoning, height, and density of other development parcels in the BMNP while transitioning in height to the single family homes to the east of the site.

Bonus Density for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance, the Applicant is requesting bonus density and height for the provision of affordable housing. The Applicant is requesting 30% bonus density, or a 2.6 FAR. In accordance with the bonus density provisions, the Applicant is providing 7 on-site affordable units at 60% of AMI for 40 years.

Transportation Management Plan

Please see the memorandum provided by Wells & Associated for the proposed Transportation Management Plan, enclosed with this application.

In summary, the proposal will replace a one-story, aging, industrial flex/retail building with an urban, 94-unit, residential building that addresses the street, promotes pedestrian activity with an active ground floor, and furthers the implementation of the vision set forth in the BMNP.

AVANTI HG 701 LLC

February 3, 2020

AVANTI HG 701 LLC
1605 King Street, Suite 3
Alexandria, VA 22314

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent/Authorization to File an Application for a Rezoning, a Master Plan Amendment and a Development Special Use Permit with Preliminary Site Plan 701 N Henry Street (TM ID #054.04-05-17, the "Property")

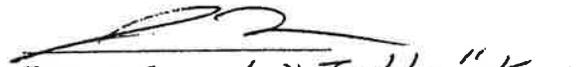
Dear Mr. Moritz:

As owner of the above-referenced Property, AVANTI HG 701 LLC hereby consents to the filing of an application for a Rezoning, a Master Plan Amendment, a Development Special Use Permit with Preliminary Site Plan, and any related requests on the Property.

AVANTI HG 701 LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Rezoning, a Master Plan Amendment, a Development Special Use Permit with Preliminary Site Plan, and any related requests on the Property.

Very Truly Yours,

AVANTI HG 701 LLC


By: Joseph "Teddy" Kim
Its: Authorized Signer
Date: 2/3/2020

1605 King Street, Suite 3
Alexandria, VA 22314

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. AVANTI HG 701 LLC	1605 King Street, Suite 3	100%
2.	Alexandria VA 22314	See Attached.
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 701 N Henry Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

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3.		

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

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Greg Salvaggio	None	N/A
2. Keinan Ashenazi Mark Goldstein	None None	N/A N/A
3. Joseph Kim	None	N/A

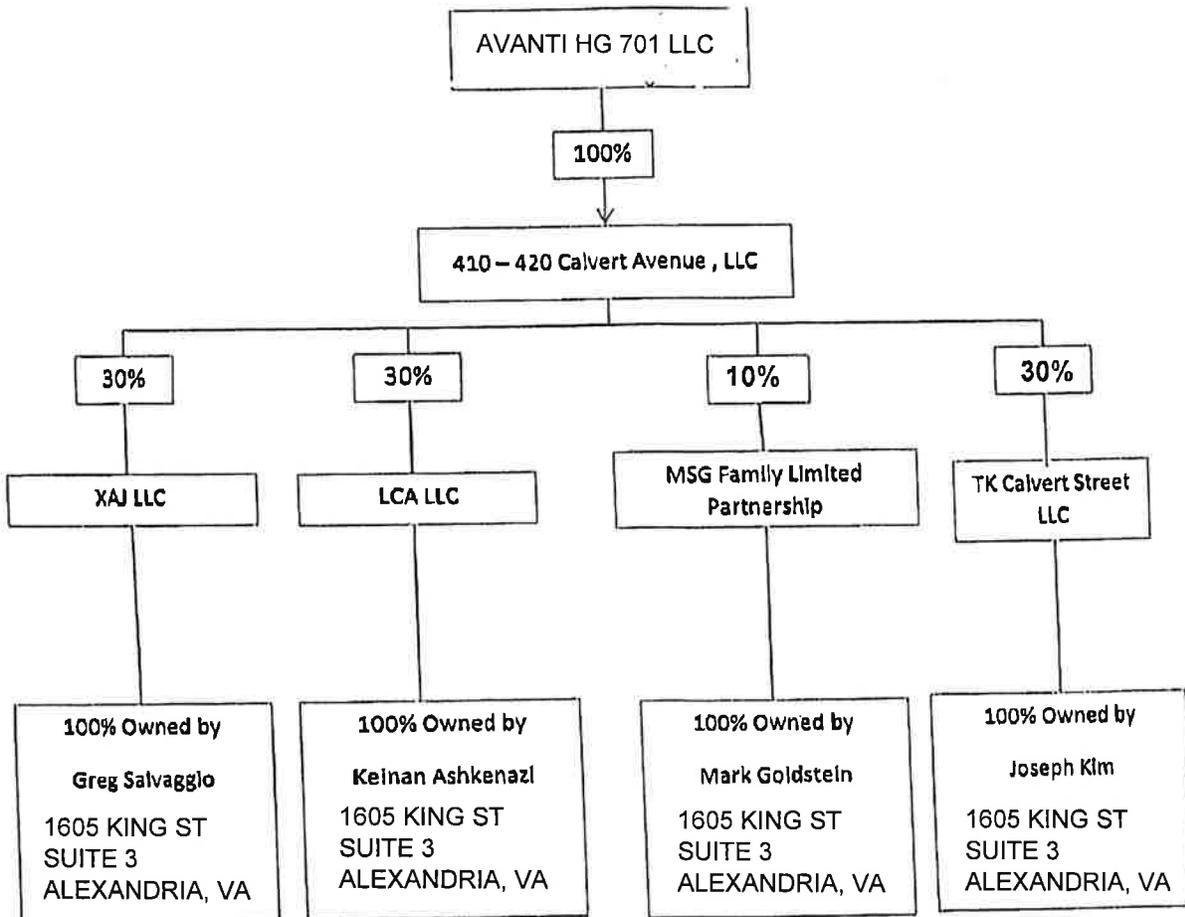
NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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

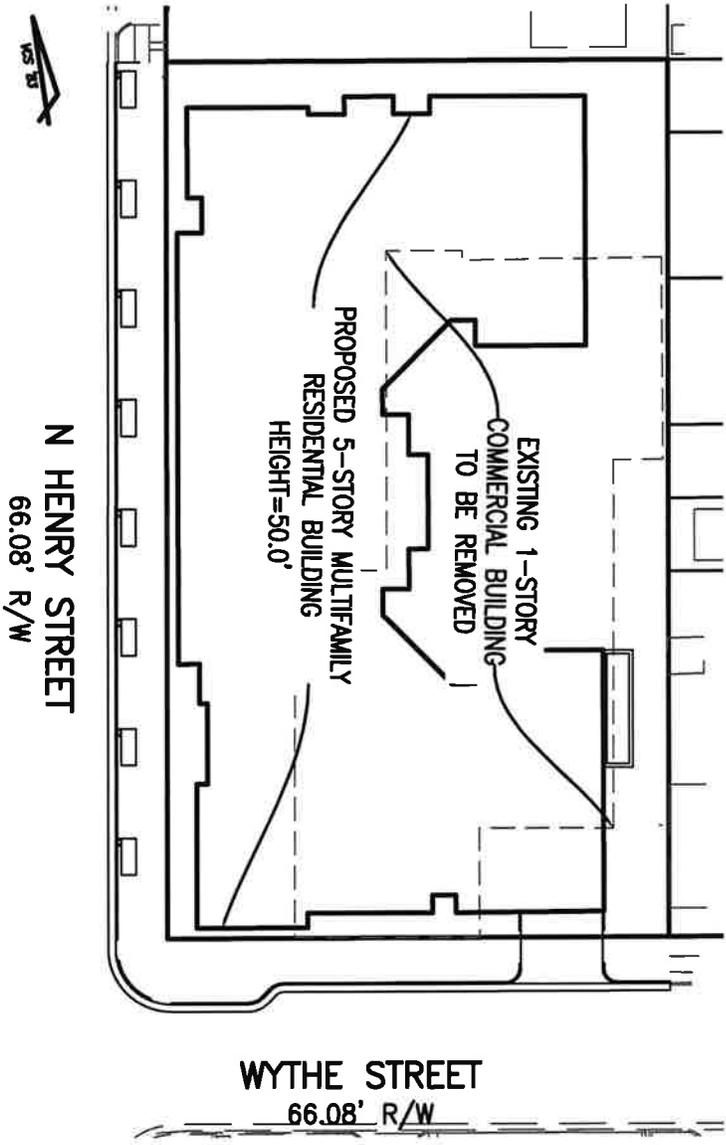
2/12/20 m catherine Puskar m c Puskar
Date Printed Name Signature

AVANTI HG 701 LLC OWNERSHIP INFORMATION

FEBRUARY 12, 2020



***None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.**



GENERAL NOTES:

1. TAX MAP: #054.04-05-17
2. ZONE: CSL
3. OWNER: AVANTI HG 701 LLC
1605 KING STREET, STE 3
ALEXANDRIA, VA 22314-2726
4. TOPOGRAPHIC SURVEY WAS FIELD RUN BY THIS FIRM. VERTICAL DATUM USED = NAVD '88 PER CITY OF ALEXANDRIA SURVEY CONTROL MONUMENT GPS #509. ELEVATION = 43.17'
5. TITLE REPORT WAS FURNISHED BY COMMONWEALTH LAND TITLE INSURANCE CO., FILE NO. REPO003VA DATED 7/3/2019 AND IS RELIED UPON AS ACCURATE BY THE SURVEYOR.
6. PLAT SUBJECT TO RESTRICTIONS OF RECORD.
7. TOTAL SITE AREA = 32,839 S.F. OR 0.7539 AC.



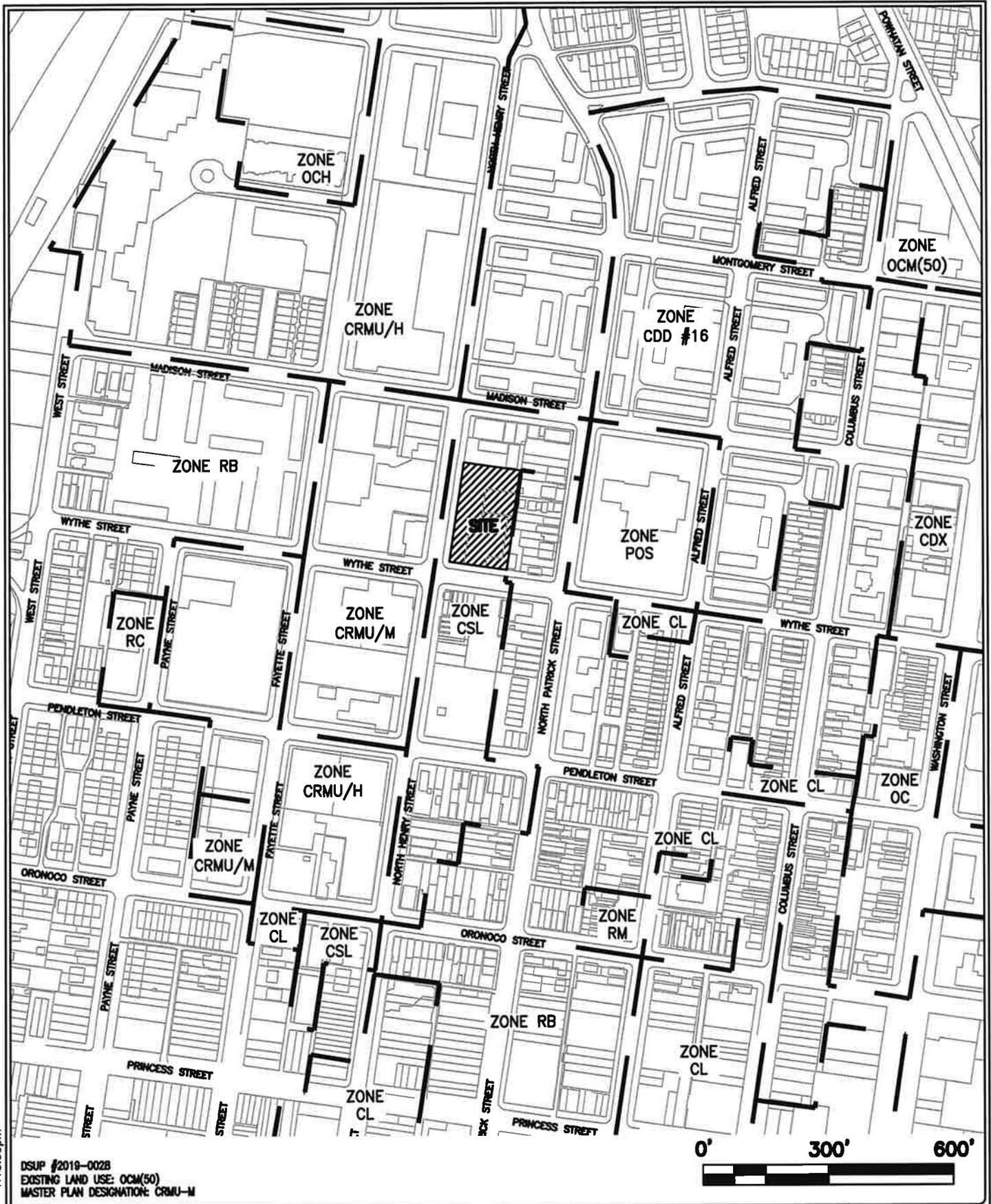
J:\2019\19192\DWG\EXHIBITS\Buildings Structures Map.dwg
 Tue, Feb 11 2020 - 1:18:21 pm

RC FIELDS & ASSOCIATES, INC.
 ENGINEERING • LAND SURVEYING • PLANNING
 700 S. Washington Street, Suite 220 www.rcfassoc.com
 Alexandria, Virginia 22314 (703) 549-6422

Master Plan Amendment and Zoning Amendment
BUILDINGS & STRUCTURES MAP
 For the Property Located at
 701 North Henry Street
 City of Alexandria, Virginia

DATE	REVISION	DESIGN: VMM
		DRAWN: VMM
		SCALE: 1"=50'
		DATE: FEB 2020
		SHEET 1 OF 1
		FILE: 19-192

J:\2019\19192\DWG\EXHIBITS\vicinity Map.dwg
 Tue, Feb 11 2020 - 1:18:33pm



DSUP #2019-0028
 EXISTING LAND USE: OCM(50)
 MASTER PLAN DESIGNATION: CRMU-M



ENGINEERING • LAND SURVEYING • PLANNING
 700 S. Washington Street, Suite 220 www.rcfassoc.com
 Alexandria, Virginia 22314 (703) 549-6422

Master Plan Amendment and Zoning Amendment
VICINITY MAP
 For the Property Located at
 701 North Henry Street
 City of Alexandria, Virginia

DATE	REVISION	DESIGN: VMM
		DRAWN: VMM
		SCALE: 1"=300'
		DATE: FEB 2020
		SHEET 1 OF 1
		FILE: 19-192



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: 701 N Henry Street

TAX MAP REFERENCE: TM ID #054.04-05-17 **ZONE:** CSL

APPLICANT:

Name: AVANTI HG 701 LLC

Address: 1605 King Street, Suite 3, Alexandria VA 22314

PROPOSED USE: Transportation Management Plan Special Use Permit

THE UNDERSIGNED, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

M. Catharine Puskar, attorney
Print Name of Applicant or Agent
2200 Clarendon Blvd, Suite 1300
Mailing/Street Address
Arlington, VA 22201
City and State Zip Code

McPuskar 02/12/20
Signature Date
703-528-4700 703-525-3197
Telephone # Fax #
cpuskar@thelandlawyers
Email address

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of _____, I hereby
(Property Address)
grant the applicant authorization to apply for the _____ use as
(use)
described in this application.

Name: _____ Phone: _____

Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

- 1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

Required floor plan and plot/site plan attached.
Please see associated preliminary site plan submission
 Requesting a waiver. See attached written request.

- 2. The applicant is the (check one):
 Owner
 Contract Purchaser
 Lessee or
 Other: _____ of the subject property.

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

See attached.

AVANTI HG 701 LLC

February 3, 2020

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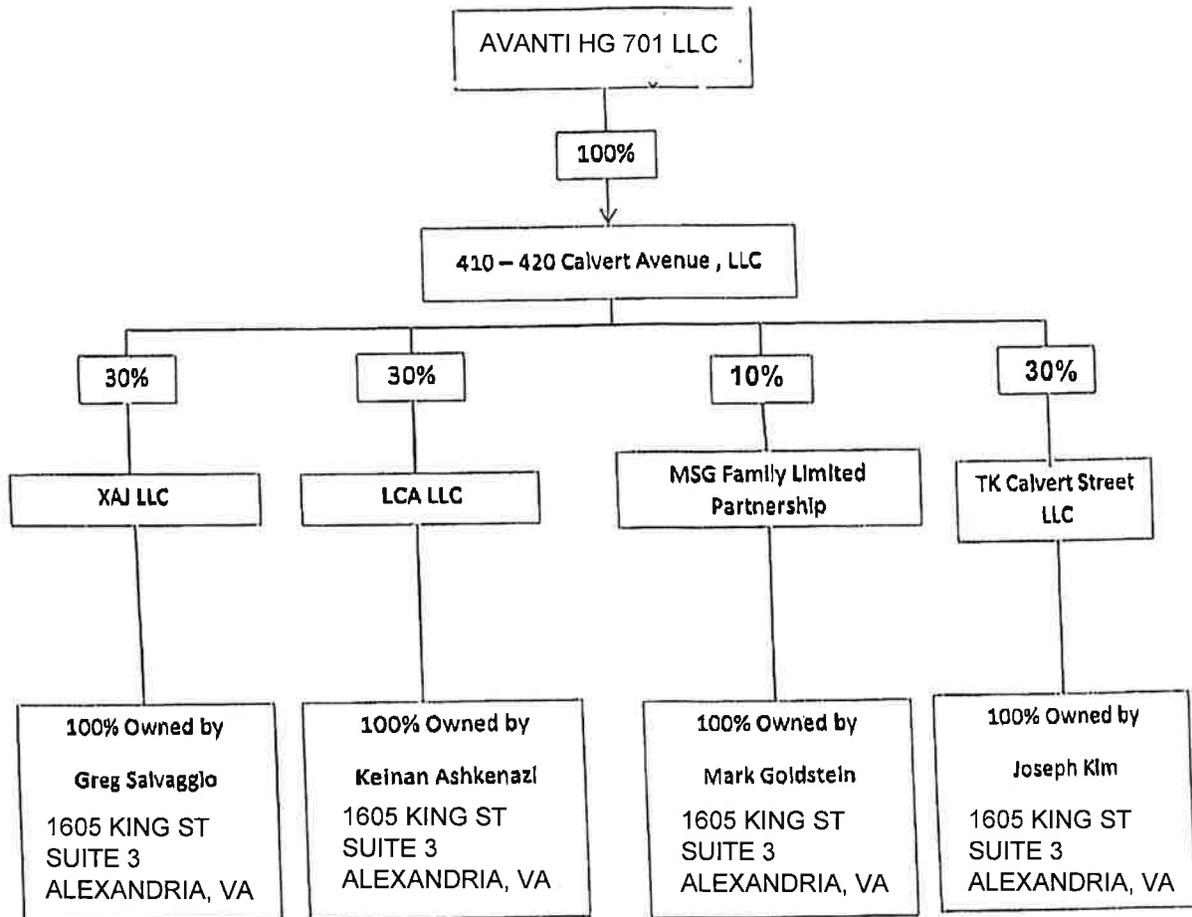
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2/12/20 m catharine Puskar m c Puskar
Date Printed Name Signature

AVANTI HG 701 LLC OWNERSHIP INFORMATION

FEBRUARY 12, 2020



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701 N Henry Street (the “Property”)
Statement of Justification

February 12, 2020

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In summary, the proposal will replace a one-story, aging, industrial flex/retail building with an urban, 94-unit, residential building that addresses the street, promotes pedestrian activity with an active ground floor, and furthers the implementation of the vision set forth in the BMNP.

USE CHARACTERISTICS

4. The proposed special use permit request is for (check one):
- a new use requiring a special use permit,
 - an expansion or change to an existing use without a special use permit,
 - an expansion or change to an existing use with a special use permit,
 - other. Please describe: _____

5. Please describe the capacity of the proposed use:
- A. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).
The number of users will be typical of a 94-unit residential building _____

- B. How many employees, staff and other personnel do you expect?
Specify time period (i.e., day, hour, or shift).
To be determined by the building management staff at a later date _____

6. Please describe the proposed hours and days of operation of the proposed use:

Day: Residential: 24/7	Hours:
_____	_____
_____	_____
_____	_____
_____	_____

7. Please describe any potential noise emanating from the proposed use.

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Noise levels will be in compliance with City Code. _____

- B. How will the noise be controlled?
No significant noise is anticipated. Noise from residents will be in compliance with City Code. _____

SUP # _____

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

No odors are anticipated. Trash is internal to the building.

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

~~Typical for the proposed uses.~~

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

~~Typical for the proposed uses.~~

C. How often will trash be collected?

Trash will be collected as often as necessary.

D. How will you prevent littering on the property, streets and nearby properties?

Staff will monitor the property for litter.

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Typical cleaning products associated with a residential building will be used and will be disposed of appropriately.

12. What methods are proposed to ensure the safety of nearby residents, employees and patrons?
Property management will monitor activities on the property.

ALCOHOL SALES

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

Yes No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

PARKING AND ACCESS REQUIREMENTS

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

- 35 Standard spaces
- 50 Compact spaces
- _____ Handicapped accessible spaces.
- 5 Tandem Other.

Planning and Zoning Staff Only Required number of spaces for use per Zoning Ordinance Section 8-200A _____ Does the application meet the requirement? [] Yes [] No

B. Where is required parking located? *(check one)*
 on-site
 off-site

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

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

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

 Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 1 on-street

Planning and Zoning Staff Only Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____ Does the application meet the requirement? [] Yes [] No

SUP # _____

B. Where are off-street loading facilities located? One on-street loading space is provided on Wythe Street.

C. During what hours of the day do you expect loading/unloading operations to occur?

Loading will occur between 7AM and 11PM

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

As often as necessary.

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

Street access is adequate.

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? Yes No

Do you propose to construct an addition to the building? Yes No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be? Please see associated preliminary site plan for floor area details.

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one)

a stand alone building

a house located in a residential zone

a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other. Please describe: _____

End of Application

WELLS + ASSOCIATES

MEMORANDUM



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620
WellsandAssociates.com

TO: Bob Garbacz
City of Alexandria

FROM: Michael R. Pinkoske, PTP
Grady P. Vaughan, P.E.
Dyron D. Capers, EIT
Wells + Associates, Inc.

RE: 701 N. Henry Street

SUBJECT: Multimodal Assessment and Trip Generation Analysis

DATE: February 12, 2020

Introduction

Wells + Associates has prepared a multimodal and trip generation memorandum for the proposed redevelopment of the 701 N. Henry Street property. The block is bounded by Madison Street to the north, Wythe Street to the south, N. Henry Street (U.S. Route 1) to the west, and N. Patrick Street (U.S. Route 1) to the east. The subject property is currently occupied by the approximately 13,665 square foot (SF) Alexandria Lighting & Supply warehouse. The Applicant proposes to raze the existing use and redevelop the site with a 94-unit multifamily development. The site location is shown on Figure 1.

As mentioned above, the existing warehouse would be razed and redeveloped with 94 units (approximately 95,264 GSF) of residential units. The proposal would be served by approximately 85 parking spaces in one (1) level of below-grade parking. One on-street (1) loading space is proposed on Wythe Street. Access to the parking garage would be located approximately mid-block on Wythe Street. A reduced version of the concept plan is shown on Figure 2.

Multimodal Transportation Network Assessment

It is a goal of the City of Alexandria to create an integrated, multimodal transportation system that is accessible and safe for all users, including pedestrians and bicyclists. To help achieve this goal, the City Council adopted a Complete Streets Policy in 2010. The term Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users. The policy is intended

WELLS + ASSOCIATES

MEMORANDUM

to promote equality for pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor vehicles. Further, the policy is intended to promote equality for people of all ages and abilities, including children, older adults, and individuals with disabilities. The study area includes bicycle and pedestrian data, analysis and reporting of infrastructure within a ¼ mile radius from the site. An integrated transportation system will allow for the subject property to encourage users to utilize alternative modes of transportation in lieu of single occupancy vehicles when traveling to and from the site.

Pedestrian Facilities

The Braddock Metro Small Area Plan has a connected network of sidewalks that provides the safe and efficient movement of pedestrians between residences, places of employment, retail shops, open space, transit facilities and other destinations within the area. A review of existing conditions confirms that within ¼ mile from the subject site, as shown on Figure 3, sidewalks are present along both sides of all streets.

There are 19 signalized intersections within the pedestrian and bicycle ¼ mile study area. A review of the existing signalized intersections confirms that crosswalks are provided across each leg. Every crosswalk provides pedestrian ramps connecting the sidewalks on either side. Pedestrian count down heads are provided for each marked crosswalk at the signalized intersections as shown on Figure 3.

Public Transit Service

The Braddock Metro Neighborhood is well served by transit as shown on Figure 4. This includes DASH bus, Bus Rapid Transit (BRT), Metrobus, and Metrorail.

Metrorail Service. The Braddock Road Metrorail station is located approximately 0.25 miles (straight line distance) west of the subject site. This station is served by both the Yellow and Blue Lines. The subject property is located within the ½ mile walkshed from the station based on the City of Alexandria Metro Station Walkshed Map.

WELLS + ASSOCIATES

MEMORANDUM

DASH Service. DASH service is provided by lines AT2, AT3, AT3/4, and AT5 in the vicinity of the site as shown on Figure 4. Line AT2 provides service from Lincolnia to the Braddock Road Metrorail station; additional stops include Mark Center Station, the Alexandria Hospital, the King Street-Old Town Metro station, and City Hall. In the vicinity of the site, the line travels along Powhatan Street, Montgomery Street, and Madison Street. Line AT3 provides weekday service between Hunting Point and the Pentagon Metro Station with a stop at the Braddock Road Metro Station. In the vicinity of the site, the line travels along Pendleton Street. Line AT3/4 provides weekday and Saturday service between Old town and Parkfairfax. In the vicinity of the site, the line runs along Pendleton Street. Line AT5 provides service from the Van Dorn Street Metro station to the Braddock Road Metro station; additional stops include Landmark Mall, King Street Metro, and the Alexandria Hospital. In the vicinity of the site, the line travels along Madison Street.

Metroway. Metroway is a BRT system which operates with dedicated travel lanes along a portion of the route from U.S. Route 1/Potomac Avenue to U.S. Route 1/East Glebe Road. Service began in August 2014 and replaced the 9S line. Service is provided between the Braddock Road and Pentagon City Metro stations, via the Crystal City-Potomac Yard Transitway. Buses run every six minutes from Crystal City to Potomac Yard and every 12 minutes between Braddock Road and Pentagon City. They run every 12 minutes to 15 minutes on off-peak times during weekdays and every 20 minutes on weekends. The closest stop to the subject site is located at Braddock Road Metrorail Station. The subject property is located within the ½ mile walkshed of BRT based on the City of Alexandria BRT Walkshed Map.

Metrobus Service. Metrobus service is provided by lines 10A and 10B. Lines 10A and 10B run along Pendleton Street in the vicinity of the site. Line 10A operates daily and provides service between the Pentagon Metrorail Station and the Huntington Metrorail Station. Line 10B also operates daily. It provides service between Hunting Point and the Ballston Metrorail Station. The closest stop to the site is at the intersection of Pendleton Street and N Henry Street.

Bicycle Network

As shown on Figure 5, within the vicinity of the site, N Fayette Street and West Street (to the west) is marked as on-street bike routes. Oronoco Street (to the south) and N Columbus Street (to the east) have shared lane markings. These routes connect to the Mount Vernon Trail that run to the north and south of the site.

WELLS + ASSOCIATES

MEMORANDUM

Currently, the closest Capital Bikeshare facility to the subject site exists directly to the north at the intersection of Madison Street and N. Henry Street (15 docks), as shown on Figure 5. Capital Bikeshare is also available at the Pendleton Street and N. Henry Street intersection (16 docks). The closest bicycle shops to the subject site are located at 1100 King Street and 302 Montgomery Street.

Pedestrian Access to/from 701 N. Henry Street

Access for pedestrians is facilitated by marked crosswalks and ADA ramps at the intersections of Wythe Street/N. Henry Street, Wythe Street/N. Patrick Street, and Madison Street/N. Henry Street. ADA ramps exist on all quadrants of the intersections with marked crosswalks. The subject development would include streetscape improvements that will improve sidewalks along the west and south site frontage on N. Henry Street and Wythe Street.

The nearest transit stop is located at the southwest corner of N. Henry Street and Madison Street (Lines AT2 and AT5). The Braddock Road Metrorail station is approximately 0.25 miles west of the site and is accessible via a connected grid of sidewalk.

According to walkscore.com, 701 N. Henry Street has a walkscore of 92, Walker's Paradise, transit score of 73, Excellent Transit, and bike score of 71, Very Bikeable, due to the presence of transit and bike amenities near the site. Based on the City's walkability worksheet, included as Attachment 1, 701 N. Henry Street has a walkscore of 90.

On-street Parking Restrictions

On-street parking restrictions on block faces surrounding the site are shown on Figure 6. No changes to the existing parking restrictions on N. Henry Street are proposed as part of this project. The proposal will reduce the existing curb cuts on the property from three (3) to one (1), and the proposed on-street loading space on Wythe Street will be marked with appropriate signage.

Trip Generation

The trip generation analysis prepared for the proposed redevelopment on 701 N Henry Street is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The site is currently occupied by an Alexandria Lighting & Supply warehouse, consisting of approximately 13,665 square feet (SF) of space. Vehicular access is currently provided via three (3) curb cuts, one (1) on N. Henry Street, and two (2) on Wythe Street.

WELLS + ASSOCIATES

MEMORANDUM

The trip generation analysis for the proposed multifamily residential building and a comparison to the existing use are presented in Table 1. These calculations are based on unfractured ITE trip generation rates/equations for ITE land uses codes 150 (Warehousing) and 221 (Multifamily Housing – Mid-rise). The trip generation provided in Table 1 is based on non-reduced rates, consistent with the requirements of determining whether a traffic study is required. Based on the transit-oriented surroundings of the site, a non-auto reduction is anticipated but is not allowed to be applied for purposes of this memorandum.

As shown in Table 1, the proposed residential housing would generate 30 additional weekday AM peak hour trips and 39 additional weekday PM peak hour trips in comparison to the existing use. Based on the trip generation analysis contained herein the proposal would not meet the 50 peak hour trip threshold requiring a transportation study per the *Transportation Planning Administrative Guidelines* (June 2017).

Transportation Management Plan (TMP)

A TMP is a site-specific plan of Transportation Demand Management (TDM) strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to driving alone. The TMP is required by the zoning ordinance through the City's development review process, depending on the size of the development.

The ordinance requires that projects submit a Special Use Permit application which must include a multimodal transportation study and a Transportation Management Plan. The thresholds for developments requiring a TMP for the proposed uses are 20 residential units. Generally, there are three types of TMP tiers that determine program participation: Tier 1 TMPs are for smaller developments, Tier 2 for mid-sized developments and Tier 3 for larger developments. Based on the development program assumed in the trip generation, the proposal would be classified as a Tier 1 TMP (residential).

Tier 1 TMPs shall be required to join the Citywide TDM program. Joining the Citywide program requires payments to the TDM fund and allows the City to implement TDM measures such as surveys, mailings and hosting events to encourage participation.

Conclusion

For the reasons outlined herein, we request confirmation that this document serve as the required multimodal transportation and trip generation assessment of the proposed development and that nothing additional would not be required of the Applicant.

Thank you for your consideration and please feel free to contact Michael Pinkoske at 703.676.3609 or mrpinkoske@wellsandassociates.com with any questions or comments.



Table 1
701 N. Henry Street
Site Trip Generation Analysis¹

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
Existing										
	Warehousing ²	13,665	SF	2	-	2	1	2	3	24
Proposed										
	Multifamily Housing (Mid-Rise)	94	DU	8	24	32	26	16	42	511
Net New Site Trips				6	24	30	25	14	39	487

Notes:

1. Trip generation estimates based on ITE's Trip Generation Manual, 10th Edition.
2. The warehouse use contains a small portion of accessory office and retail space in the building.



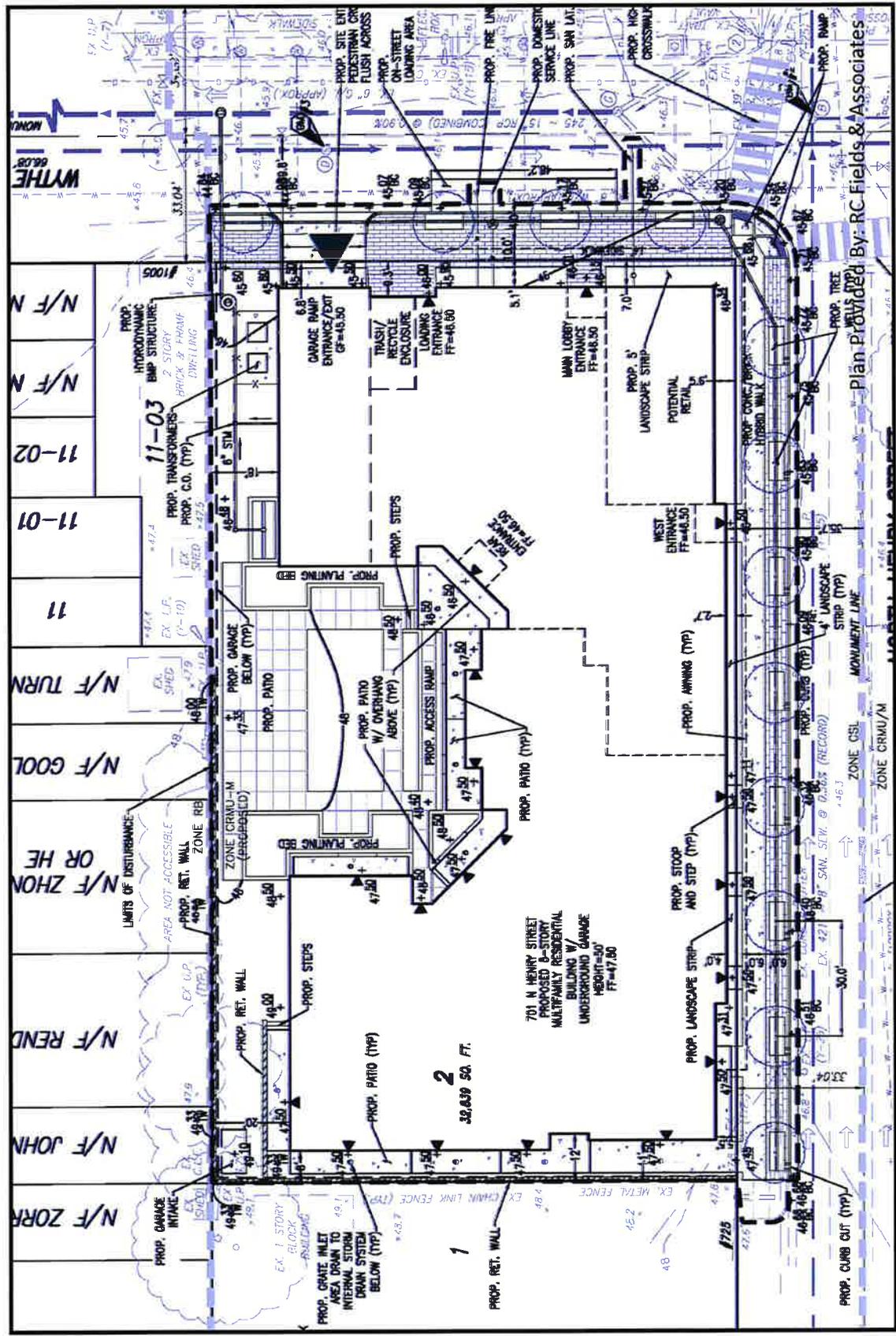
Figure 1
Site Location



NORTH

701 N. Henry Street
City of Alexandria, Virginia

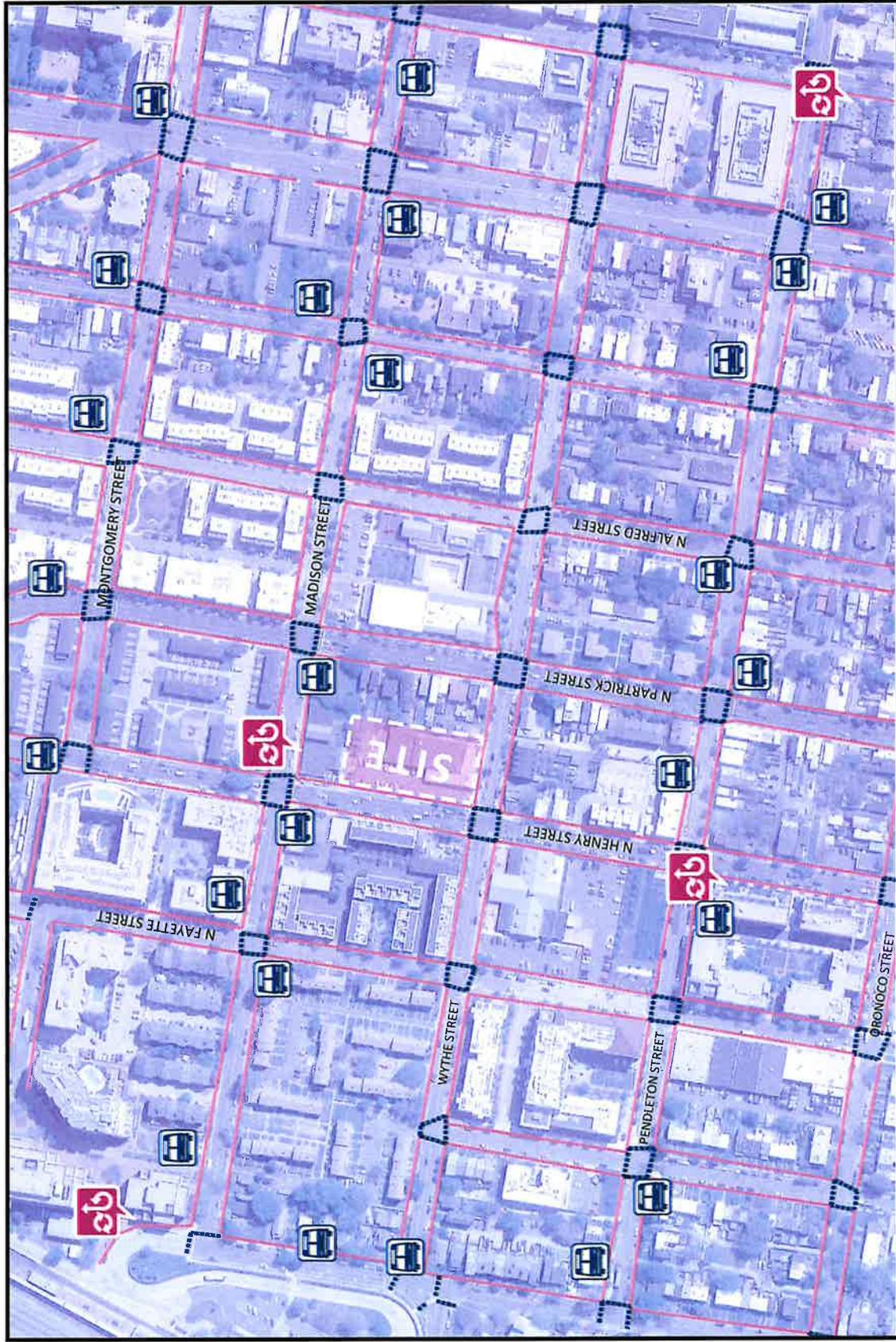




Plan Provided By: RC Fields & Associates

Proposed Site Access Point

Figure 2
Concept Plan



NORTH
701 N. Henry Street
City of Alexandria, Virginia

- Sidewalk
- Crosswalk
- Capital Bikeshare
- Bus Stops

Figure 3
Existing Pedestrian and Bike Infrastructure



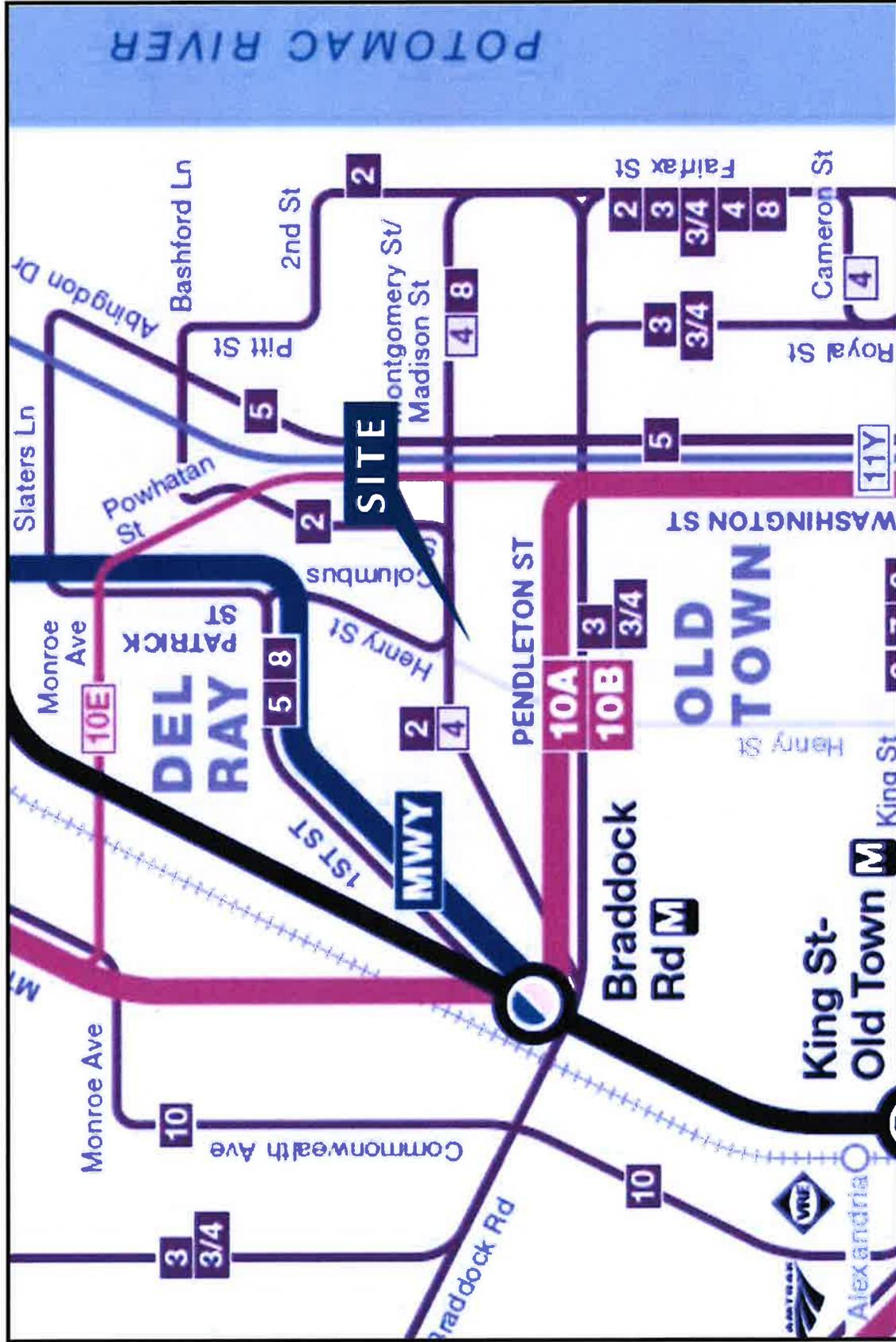


Figure 4
Transit Map

← NORTH
701 N. Henry Street
City of Alexandria, Virginia



10

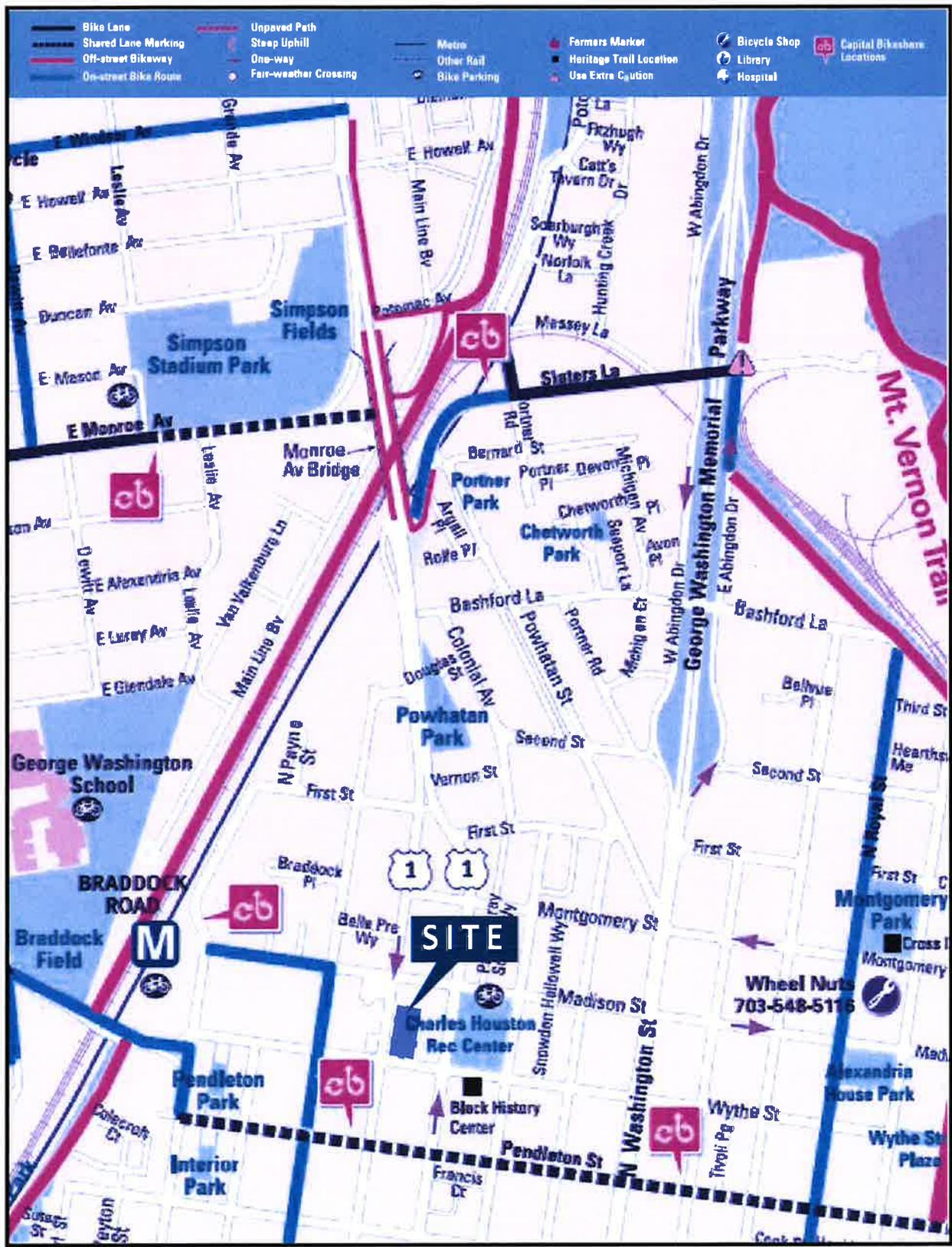


Figure 5
Alexandria County Bike Map



701 N. Henry Street
City of Alexandria, Virginia



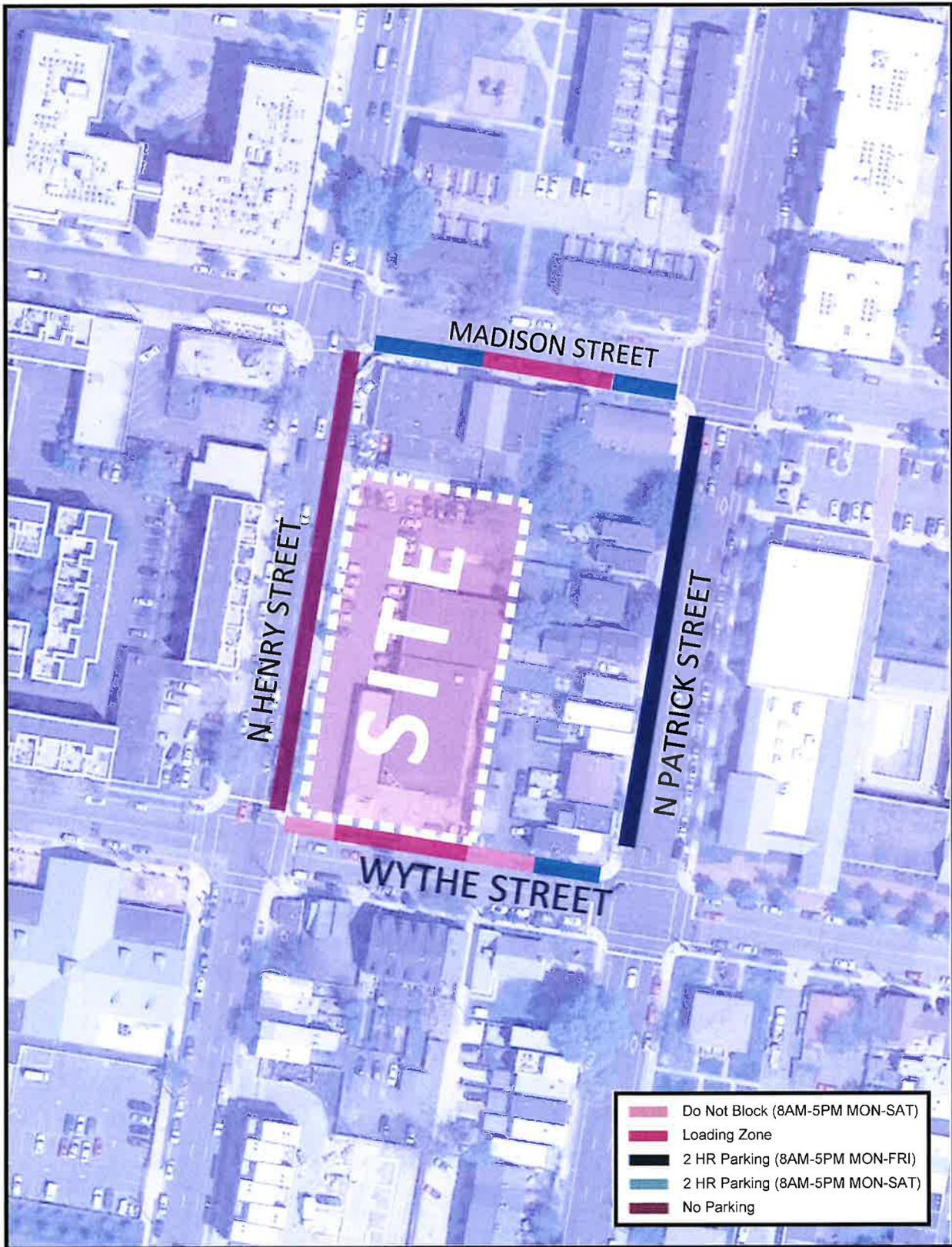


Figure 6
On-Street Parking Restrictions



701 N. Henry Street
City of Alexandria, Virginia



ATTACHMENT 1

701 N Henry Street - Walkability Index Use Types & Categories Chart

TABLE: USE TYPES & CATEGORIES

Category	Max Points	Use or Service Type	0.25 Miles or Less	0.25 - 0.5 Miles	Notes
Food Retail	15	Supermarket or grocery with produce section (min. 5,000 gross square footage)	15	5	Lee's Market, Harris Teeter, Trader Joe's
		Convenience Store	7	3	Meridian Deli & Convenience
Community-serving retail	20	Farmers Market (min. 9 months per year)	5	-	
		Hardware Store	5	-	
		Pharmacy ₁	5	5	Harris Teeter Pharmacy
		Other Retail ₂	3*	-	Tony's Auto Service, European Auto Body, Mason Social *3 Retail uses credited for 8 points towards category max.
Services	20	Bank (not ATM)	5	-	Bank of America
		Family entertainment venue (e.g. theater, sports)	5	-	
		Gym, health club, exercise studio	5	-	Solidcore Pilates Studio, UFC Gym Alexandria located
		Hair Care	3	-	Another Level, Salon 46, Aiuliano Salon
		Laundry, dry cleaner	5	-	Madison Cleaners, Monarach Dry Cleaners
		Restaurant, café, diner (excluding those with only drive-thru service) ₃	5	5	McDonalds, Lost Dog, Sugar Shack Donuts
		Adult or senior care (licensed)	3	-	
		Child Care (licensed)	3	-	Madison Day School
		Cultural arts facility (museum, performing arts)	5	-	
		Education facility (e.g. K-12 school)	10	5	Commonwealth Academy, George Washington Middle School
Civic and community facilities	35	Education facility (e.g. university, adult education center, vocational school, community college)	5	-	
		Government office that serves public on-site	3	-	Alexandria City Public School office
		Medical clinic or office that treats patients	3	-	Nova Patient Care
		Place of worship	5	-	St. Joseph Catholic Church, Community Presbyterian Church
		Police or fire station	3	-	Alexandria Fire Station 204
		Post office	5	-	US Postal Service
		Public library	5	-	
		Public park	10	5	Pendleton Park, Braddock Open Space
		Community recreation center	3	-	Charles Houston
		Social services center	3	-	Residential Care Inc, City of Alexandria Department of Community and Human Services
Community anchor uses	10	10	5	Braddock Metro Office Complex	

₁Pharmacies may be co-located with grocery stores

₂Multiple retail uses may be counted if they are of a different type

₃Only up to two restaurants may be counted

Jariel A. Rendell
718 N. Patrick St.
Alexandria, VA 22314
jariel.rendell@outlook.com

May 29, 2020

Via Email

Planning Commission
Planning & Zoning Staff
City of Alexandria
301 King St., Room 2400
Alexandria, VA 22314
PlanComm@alexandriava.gov

Re: June 2, 2020 Planning Commission Hearing on 701 North Henry Street

Dear Planning Commissioners and Staff:

My home is 718 North Patrick Street, and I am writing to submit comments on the requests for 701 North Henry Street (“the Property”), Docket No. 11, Master Plan Amendment #2020-00002 Rezoning #2020-00001 Development Special Use Permit #2019-00028 Transportation Management Plan Special Use Permit #2020-00009 (collectively, “the Requests”). My home adjoins part of the east side of the Property.

1. Continue Consideration of the Requests to Later Hearing to Enable Neighbor Review, Discussion, and Consultation

I just received notice of the requests and associated development of the Property by a letter apparently mailed the Friday before Memorial Day. I am generally supportive of redevelopment in the Braddock Road metro area, including reasonably increasing density. But I was surprised and disappointed that the developer not only failed to give neighbors any chance to give input but also provided insufficient notice to allow time for neighbors to review, understand, and discuss the Requests. Apparently, there was a prior Braddock Advisory Group meeting about the Property, but the developer did not send me notice (or other neighbors, to my knowledge). It was especially shocking to see that the developer included plans—never addressed with me—to destroy a tree along our shared property line. Because of the short notice, I have not had time to fully review or understand the scope of the Requests or redevelopment, much less discuss with my neighbors. Moreover, the restrictions imposed by the COVID-19 pandemic mean it will take more time than usual for neighbor discussions.

While I hardly expect outright opposition to the Requests, it is important for the neighbors who are most familiar with the area—and who will be experiencing the effects of the construction—to have a meaningful opportunity to discuss the Requests, identify potential concerns, and offer neighborhood-specific solutions to those concerns. Thus, I ask the Commission to (1) continue

consideration of the Requests to a later hearing and (2) encourage the developer to consult with neighbors, giving us an opportunity to share concerns and identify solutions.

2. Proposed Height and Setback from Adjoining Historic Properties

From my review thus far of the developer's materials, I am concerned that the proposed height is excessive and inconsistent with the rest of the block, which includes several historic homes (including mine) in the Parker-Gray Historic District. Neither the developer's materials nor the Staff's comments addressed the appropriateness of a five-story building on this block. That reinforces the need for a delay so that Staff can consider and address this issue, particularly the developer's proposed absence of a gradual transition between the small surrounding two-story homes and a large five-story building.

A five-story building would tower over the historic two-story homes that are directly adjacent. It would damage the history and character of the row of Parker-Gray homes along the Patrick Street side of the block, thus being detrimental not only to neighboring property but also the Parker-Gray Historic District itself. Nothing on this block is remotely that tall. Nor is a five-story building consistent with other buildings immediately nearby. The townhomes across Henry Street from the Property are four stories tall (Braddock Lofts). The townhomes across Wythe Street from the Property are two or three stories. Townhomes further south along Henry Street range from two stories near the Property to four stories further away. And the new Ramsey Homes are four stories tall.

The excessive height is compounded by narrow setbacks and abrupt transitions from the adjoining two-story historic homes along the East side of the property.

To address these concerns and ensure the project is appropriate to the character and history of the block, I ask the Commission to:

- a. Limit the building height to four stories. This would still be twice as tall as the historic homes along the Parker-Gray Historic District side of the block, but it would be equal to the townhomes across Henry Street and the new Ramsey Homes and could incorporate a graduated height transition.
- b. Require a gradual height transition from the adjoining properties. This could be accomplished by increasing the required setback and open space along the east side of the Property (i.e., directly adjoining the Parker-Gray Historic District) or by setting a lower height limit for the east side of the Property. For example, the project could be four stories along all of Henry Street and most of Wythe Street, transitioning to two stories two-thirds of the distance to the east side of the Property (i.e., the eastern third of the Property would be limited to two stories, with the rest limited to four stories).

3. Utility Lines Along East Side of the Property

I could not tell from my review how the project proposes to address the utility lines (power and internet cable) along the Eastern side of the Property, but I note that the utility providers have needed to access these lines with a truck and lift from the current parking lot on the Property. I

ask the Commission and Staff, as appropriate, to ensure sufficient access to the utility lines for maintenance and repair if a storm downed the lines, or require that the utility lines be buried as part of the project. I note that my power line is already underground, but neighbors' lines are not, and the utility truck would not, for example, fit through my backyard.

4. Construction Impact

Finally, the project appears to involve substantial excavation and construction, which will directly adjoin historic homes. The noise threatens to be highly detrimental and disruptive, particularly amid the COVID-19 pandemic when many neighbors (including me) must work from home. Indeed, excessive noise itself is a health threat, as the Washington Post explained last year: https://www.washingtonpost.com/national/health-science/the-negative-health-effects-of-too-much-noise-goes-well-beyond-hearing/2019/06/07/21807198-863d-11e9-a491-25df61c78dc4_story.html.

I ask the Commission and Staff, as appropriate, to require all the developer to undertake all possible measures to limit construction noise, including erecting construction sound barriers. There was a period early in the new Ramsey Homes construction when some construction work was so loud and caused so much vibration my neighbors and I occasionally felt the ground shaking even though we were about halfway up the block northwest of the construction. My understanding is that the City stepped in and the construction was adjusted to remedy the excessive noise, for which I am very grateful. I raise this issue now in the hope that it can be anticipated and solved in advance.

It is particularly important to address and mitigate vibrations and shaking because some adjoining homes—including mine—are built of historic brick masonry. Without mitigation to protect the adjoining brick masonry structures, construction activity on the Property risks causing cracks or other damage to the historic brick masonry. Before construction activity is permitted, the developer should be required to obtain and follow a professional assessment and plan by a structural engineer to prevent vibration or structural damage to adjoining homes in the Parker-Gray Historic District.

I also ask the Commission and Staff to limit the hours of noise-producing construction to 8:30-6:30 Monday through Friday and to prohibit any noise-producing construction on Saturdays or Sundays (i.e., exposed work with machinery would be limited, but indoor work would not be limited once the building is enclosed). It is essential to the health, sanity, and wellbeing of neighbors to have a respite from the construction noise on the weekend—particularly as the current pandemic may continue to limit neighbors' ability to escape the noise.

* * *

Thank you for reviewing these comments. I hope that you will continue consideration of the Requests to allow additional time to review further and discuss with my neighbors, and that our concerns about the project can be constructively and positively addressed.

Sincerely,

Jariel A. Rendell

Hello. I wanted to draw attention to the parking situation around the 600 block of North Henry St. There are 11 street facing homes on the road 600 block of North Henry St, 5 of which have no off-street parking.

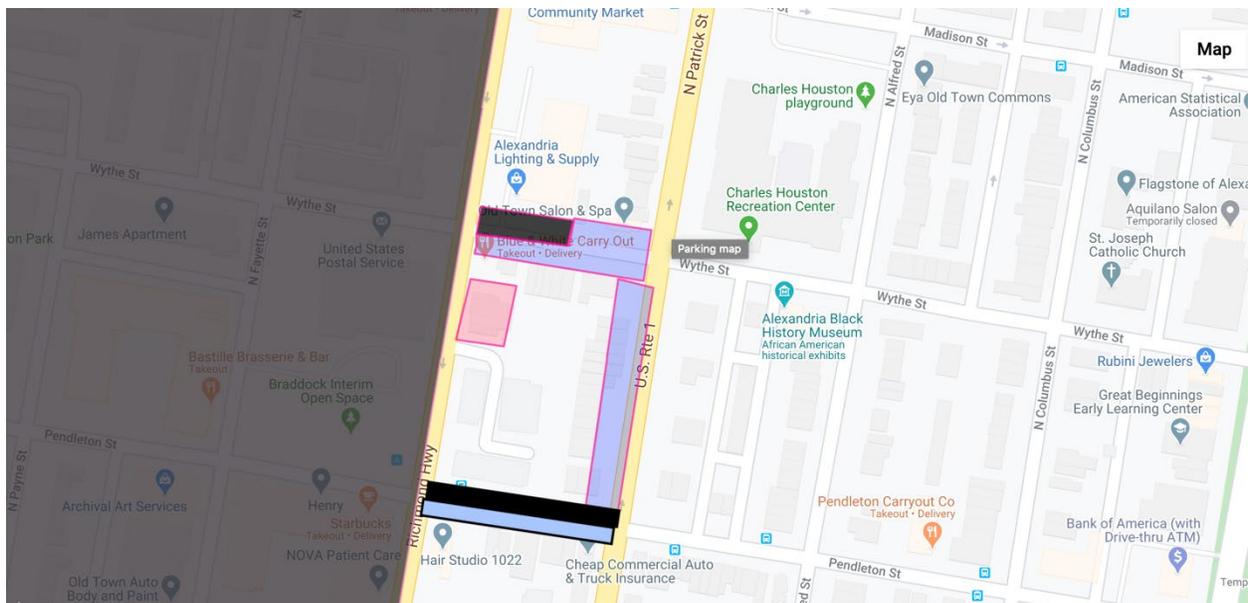
Due to the fact that we are residents in parking district 3 and Henry St is only for those in parking district 5, we have no choice but to park on the 1000 blocks of Wythe St and Pendleton St.

1/4 of the 1000 block of Wythe St is blocked for parking by the driveway to 701 N Henry St. The remainder is marked as 2 hour non-residential.

Half of the 1000 block of Pendleton St is not available to parking at all and the other half is residential parking, highly crowded at all time and unavailable for use on Monday mornings due to street sweeping restrictions (these same restrictions force parkers off of N Henry St on Monday mornings as well).

I have attached a graphic demonstrating our block that shows how little residential parking we currently can utilize. The black and grey areas mean that either no parking is available or that it is the wrong district in which to park. The red area are the 5 homes on the 600 block of N Henry St that do not have off-street parking. The blue areas represent places where we currently do park, regardless of whether or not it is marked as residential. Those blue areas on Wythe St and Henry St are marked as 2 hour non-residential, despite being primarily residential.

As you can see, parking for us is already quite difficult and I ask the planning commission to please consider us and our needs as you consider the development of this new structure.





Braddock Metro Citizens' Coalition

Working for a Greater Northwest Old Town | www.braddockmetro.org

1122 Madison Street, Alexandria, VA 22314 | bmcc@braddockmetro.org

June 1, 2020

Chairman Nathan Macek
Vice Chairwoman Maria Wasowski
Comm. David Brown
Comm. Melinda Lyle

Comm. Stephen Koenig
Comm. Melissa McMahon
Comm. John Goebel

Re: Support for Approval of 701 N Henry Street and 1200 & 1230 N Henry Street.

Dear Chairman Macek, Vice-Chairwoman Wasowski and Members of the Planning Commission,

I am writing on behalf of the Braddock Metro Citizens Coalition (BMCC) in support of two projects on the docket for Tuesday, June 2, 2020 but with concerns – Item #11 701 N Henry Street and Item #12 1200 & 1230 N Henry Street. Both projects are within the boundary of the BMCC. We emailed our membership to confirm our residents’ thoughts on the new developments, and below are statements of support for each project.

For **701 N Henry**, we believe the building height is appropriate for our neighborhood, but we are still concerned about the articulation of the building and the quality of the construction materials. The Henry Street elevation seems less developed and cohesive than the other portions of the building, and given its prominent location on a busy thoroughfare, that façade is very important. We suggest the applicant works with staff to increase the articulation, roof line variations and material quality. We wish there had been time for additional review and comment with the applicant in the last several months, but we understand the current environment and support the approval of the project with increased articulation and construction quality.

For **1200 & 1230 N Henry**, we believe the changes in the daycare and other ground floor uses are steps in the right direction for the project. However, we preferred the original elevations with more articulation on Fayette Street. As the designated walking street in the neighborhood, Fayette Street needs to be pedestrian scaled and have natural materials, and we believe the original elevation accomplished better than what is currently proposed. The west side of the building also faces onto the open space across Fayette, and we believe higher quality materials are important surrounding neighborhood parks. While we support approval of the project’s changes, we would like additional thought be given to the architecture and building materials.

Both projects will be improvements in our neighborhood over the existing industrial buildings and parking lots to help implement the goals for walkability, eyes on the street, and neighborhood continuity as stated in the Braddock Metro Neighborhood Plan. We believe some additional review and increased quality of architectural materials will allow these projects to also support the sense of place and neighborhood identity the plan supports for our neighborhood. We hope that you agree, and we ask you to approve these requests. We are very excited for these projects to proceed but with some updates to the architecture and materials as noted.

Warm Regards,

Abbey Oklak, Treasurer
Braddock Metro Citizen’s Coalition

Cc: BMCC Membership; Karl Moritz, Director, Planning & Zoning

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 16, 2020

TO: COMMISSIONER BROWN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL W. MORITZ, DIRECTOR
DEPARTMENT OF PLANNING & ZONING

SUBJECT: ISSUES REGARDING THE SAP AND MAP AMENDMENTS
701 N. HENRY STREET (DSUP2019-00028)

On June 1, 2020, ahead of the Planning Commission Public Hearing on June 2nd, Commissioner Brown submitted questions and comments to staff regarding the proposed development project at 701 North Henry Street (DSUP2019-00028). At the public hearing, the Planning Commission deferred hearing the proposed project to the June 25th meeting at the applicant's request due to several neighbor concerns. Director Moritz told Commissioner Brown that his comments would be addressed and shared with the rest of the Commission and the City Council in preparation for the June 25th meeting.

Below staff has provided Commissioner Brown's original questions and comments, followed by a staff response for the Planning Commission's consideration.

1. Commissioner Brown's Comment: The plan and map amendments, being limited to a single lot, are much more akin to opportunistic spot zoning than a well thought out and needed change to existing requirements - The 2008 Braddock Metro North Plan "SAP" singles out 17 sites in the SAP area as "Development Sites." One of these is site #11, labeled Henry Street- Site A, the 56,000 sf of the west half of the east side of Henry Street between Madison and Wythe. It is recommended for development in its existing CSL zone at .75 FAR, or 42,000 sf., with a height maximum of 40-50'. This range is readily explained by the SAP recommendation that buildings along both Madison and Wythe, deemed "walkable streets," should develop with a setback from the street of about 15' with a height of three stories or 40' as a "shoulder" to the higher portion of the building, set back another 12'. Given that only 17 sites in the SAP area received explicit attention, this cannot be seen as an accident or mistake, and it is not presented as such. Perhaps most importantly, there is not the slightest hint in the SAP that this site should undergo a process where, with or without differing ownership of the three lots comprising this site, it would make sense for the largest site to be upzoned while the other two are not. If there has been some sort of change of neighborhood circumstances to justify bifurcating the zoning of Henry Street-Site A, it is not addressed by staff. Instead, the request is to upzone two thirds of Site A, with no discussion

of the likely impact on redevelopment options for the two much smaller but aging properties on the other third of Site A.

And while it is very clear that an upzoning is needed to legitimize the intended development, the purpose of the SAP, at least in this instance, is to operate in conjunction with the zoning ordinance to plan for and define the limits of future development in a given location. If the SAP and the zoning are thereafter amended, and the primary impetus is to fulfill a property owner's development expectations, it destroys the integrity of the planning process. In my time on the Commission, I have heard many thoughtful Alexandrians express frustrated belief to the Commission, to the Council and to our local press the view that developers just have their way with us. In my experience, that view is unjustified and misinformed, and I am committed to a critical approach that will restore or maintain citizen confidence in our work.

For me, that begins with how we scrutinize requests to change existing SAP recommendations for development and zoning on existing properties. The Zoning Ordinance does not specify standards for when such requests are to be granted or denied; it is left to the discretion of the Council, which acts in light of the advice we provide. I note that SUP's ordinarily require substantial conformance with the SAP, but obviously not when the SAP itself is sought to be amended along with the grant of the SUP. I believe I can best assist the Council in these cases with a skeptical approach. I will not favorably recommend an SAP amendment/upzoning/SUP for a project unless it is manifestly obvious that, from just about every planning and zoning consideration, the project will be a truly superior outcome for the location than was originally envisioned in the SAP. I do not find this project to meet that very high bar.

STAFF RESPONSE: The proposed rezoning does not “single out a small parcel of land for a use classification that is totally different from that of the surrounding area for the benefit of the property owner and to the detriment of other owners” (The “classic” definition of spot zoning) and it is consistent with and furthers the goals of the small area plan. The applicant is requesting a rezoning to CRMU-M. The zoning allows the higher FAR necessary to invest in the public realm, architecture and underground parking to achieve the SAP goal of “walkable streets” in place of the current suburban commercial site; and provide important affordable housing units in this area of the City. With the new zone the applicant continues to meet the 50 ft height and strategic building setbacks consistent with the SAP to minimize the bulk of the building.

The CRMU-M zone is commonly found in the area, including directly west of the property across North Henry Street. The existing CSL zoning for this site was documented in the SAP as part of both Development Sites #11 and #12 along North Henry Street and are the only CSL zoned blocks identified in this area. The majority of the other Development Sites identified in the SAP have zoning districts that are either some versions of the CRMU (Commercial Residential Mixed Use) or OCM (Office-Commercial Medium).

Furthermore, per page 8 of the Small Area Plan (see graphic below), which lists the different development sites, the project Site 11 identified multiple buildings on the north and south sides along N. Henry Street. Based on this map, it appears that a single, whole-block

development was not anticipated for this site. As shown, the remaining portion of Site 11 could be developed consistent with this map and the guidelines of the SAP without impacting the site of the proposed project. Development of a single site rather than an entire block can result in organic, individualized development that helps create character for the area.



2. Commissioner Brown’s Comment: Mixed-use zoning is sought with no assurance there will ever be mixed use on the property - Mixed-use zoning is sought in order to build 94 apartments on the property. Under the existing CSL zoning, nor more than 27 units per acre could be built, which in this case would limit development to 20 apartments, although perhaps an affordable housing bonus could increase that number to 26. CRMU-M rezoning would increase the number to 94, as planned, but no other use is required on the property. The building has an area of about 2600 sf that will be used as “lobby and amenity space,” and that staff has described as “potential retail.” But there is no condition that this space be exclusively retail or be converted from an apartment lobby into retail space in some limited time frame. A rezoning must at the very least be to a zone that is consistent with the purpose of the one, as specified in the Zoning Ordinance. In this case, the CRMU-M Zone is for developments that include a mixture of residential, commercial, cultural, and institutional uses in a single structure.” ZO Sec. 5-201.

So far as I have been made aware, the staff’s endorsement of CRMU-M zoning for the property is that the development standards for this zone will accommodate the developer’s plan. In my view, that has it backwards: the appropriate zoning for a property is not driven by the developer’s plan; it is the plan that must do any accommodation needed to meet the development standards of the proper zone.

STAFF RESPONSE: The building has been designed specifically to provide an opportunity for a commercial use on the ground floor of the building adjacent to the street intersection. The designated space was designed as flexible space open to the multi-family building’s lobby, offices and other amenities that could be used as a work-live space by the building, but in the future could be used as retail space as this area continues to be redeveloped and activated.

Staff is in support of this idea, as retail at this location may be advantageous once the US Postal Office property to the southwest of the subject property is redeveloped as a one-acre park, a major component of the SAP. With the goal of the Braddock Metro Neighborhood to create this park, this could potentially attract more retail and commercial uses to the area, which the subject project is prepared to accommodate. Further, the design of the building with a 2-story retail space improves the pedestrian experience along Wythe Street and at the street intersection, with large, glassy windows that add an openness and increased lighting. Between the retail design of the ground floor at the intersection, increased landscaping and sidewalk improvements, the pedestrian experience is greatly improved through this proposed development.

3. Commissioner Brown's Comment: The SAP (at p. 119) states that a significant portion of the increase in a developer's bottom line from an increase in land value due to upzoning should be shared as public benefits. This plan falls short in such sharing - Staff has assured me that the 30% bonus density for affordable housing is intended to be revenue neutral. In this case, the bonus is 19 units, of which 7 will be maintained as affordable at 60% AMI for 40 years. The SAP, using 2008 dollars, says that a 100,000 sf increase in allowed development should yield a land value of \$7.5 - \$10 million. If those numbers are still reliable, the increase in the economic value of property with an increased yield of 12 market rate units will be more than \$1.2 million (\$100,000 each). Presumably this is equal to or greater than the present value of the cost of the subsidization necessary to maintain the specified affordability of the affordable units. I am also advised that because of this revenue neutrality, the \$319,113 contribution to the Housing Trust Fund should be considered part of the public amenity package associated with the project, whose total value is \$719,238. So the question is whether this sum is a "significant portion" of the upzoning increase in land value.

In this case, excluding the 30% bonus density, the FAR increase is from .75 (24,629 sf) to 2.0 (65,678 sf) or an increase of 41,408 sf. Since the project has 94 units on a gross floor area of 95,995 sf, the sf allocation for each unit is close to 1000 sf. So the 41,408 increase should yield about 41 units. If the increase is at least \$100,000 per unit, the increased land value is at least \$4.1 million. This likely understates the increase because it seems more appropriate to look at the increase in the actual number of apartments due to the upzoning. There are only 20 units allowed under CSL zoning, whereas there are 75 units (94 minus the 19 in the 30% bonus density) in the current plan, for an increase of 55 units, which translates to at least \$5.5 million. The staff report does not do the "significant portion" analysis called for by the SAP, but these approximate figures leave me very much in doubt that the SAP goal is met.

You will note that my public amenity calculation does not include any portion of the cost of underground parking. While the public surely benefits from the undergrounding of parking, I think it is a mistake, at least in this case, to monetize any of the cost as a public amenity. Here the density has more than doubled with the SUP. This does not change the parking standards; it just increases the amount required due to the density increase. This project is, by choice, at maximum FAR, which simply cannot be achieved with surface parking. It is the developer's choice to favor increased FAR over less expensive surface parking. In this case, mere compliance with the parking standards in the Ordinance is not a public amenity. Where this project is due "credit" for underground parking is in nothing that this result is in

fulfillment of an explicit goal set forth in the SAP.

STAFF RESPONSE: The proposed rezoning results in a significant increase in the amount of available housing options within a walkable, mixed-use environment that is a quarter mile from the Braddock Metro Station. As noted above, in addition to providing one level of underground parking that can accommodate both the proposed residential units as well as future commercial uses on the site, the project will be undergrounding utilities, providing improved landscaping and open-space amenities for the building tenants. As noted in the staff report, the developer is contributing to the Braddock Community Amenities Fund and Open Space Fund. Increased density results in an increase in contributions to the neighborhood funds, which will help to further the SAP goals for community parks as well as sidewalks, landscaping and other pedestrian improvements.

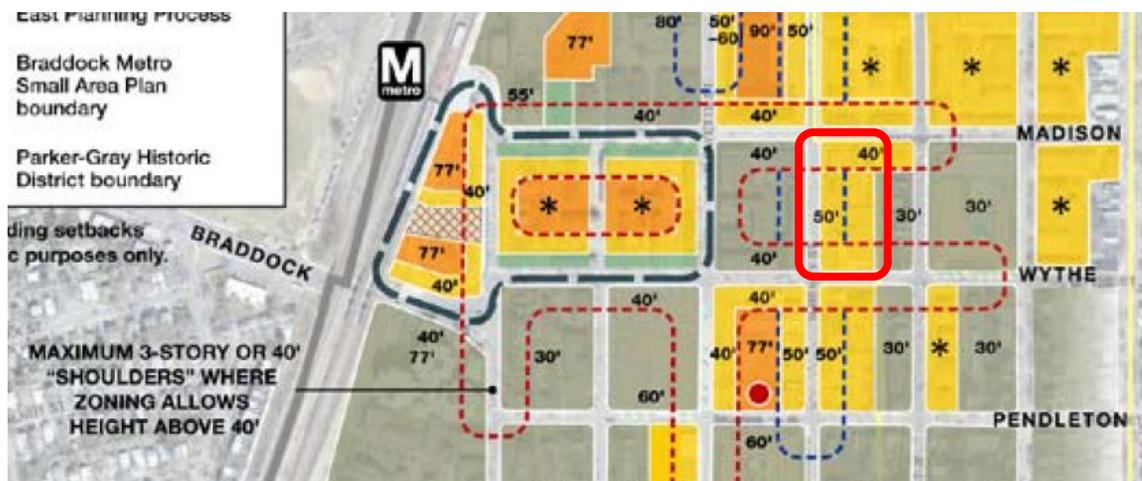
Furthermore, Section 7-700 results in 19,703 square feet of bonus density based on a 30% density increase on the 2.0 FAR. One third of the bonus density – 6,568 square feet – translates to seven affordable units. In addition to providing seven affordable units, the applicant is providing \$319,113 to the affordable Housing Trust Fund. This voluntary monetary contribution is based on the density up to a 2.0 FAR applying the City’s Tier 1 and Tier 2 residential contribution rates.

4. Commissioner Brown’s Comment: The height and bulk of the building is out of scale with its immediate neighbors, including the CRMU-M zoned property across Henry Street - The building will be surrounded on all sides by structures that are significantly lower. This is true even across Henry Street, where the CRMU-M buildings are lower, at about 40’. Henry Street is close to the outermost limit of the quarter mile walkshed for the Braddock Metro station, and nothing east of the center line of Henry Street, over to Washington Street is currently zoned CRMU-M, with the exception of the ongoing redevelopment of Ramsey Housing. Unlike here, that project is the redevelopment of an area that ran the entire block of Route 1 (northbound) from Pendleton to Wythe, and overall much more clearly qualifies as an outcome superior to what the SAP envisioned for the property.

The most dramatic height/mass contrast is with the adjacent property to the north on Henry Street, currently a low-rise aging commercial structure used for auto repair. Its owner may be untroubled by the emergence of a 5-story tall apartment building just 9.5 feet back from the property line; the record is silent on this point thus far. Regardless, the presence of a much higher apartment building, with a sea of close-by windows overlooking the adjacent property is going to significantly constrain the options for achieving there the kind of redevelopment being facilitated for its larger neighbor immediately to the south. In my view, the height and mass approval of this project will allow on part of Site A should extend either all the way to Madison or at least include this property, which will be in the apartment building’s perpetual shadow.

STAFF RESPONSE: As discussed in the staff report, the project site is part of the Mid-neighborhood character area per the SAP. This character area is defined as a transition zone between the Parker-Gray Historic District neighborhood to the east and the Braddock Road

Metro Station/West neighborhood to the west. Being a transition area, development is constrained by the smaller, lower density historic development of the residential neighborhood to the east, and the higher density, urban development planned to the west. Staff believes the applicant has found a way to repurpose an underutilized, warehouse and surface parking lot with a multi-family building. The proposed building pushes the bulk of its mass away from the smaller residential buildings on the east side to the high-traffic corridor of North Henry Drive. In compliance with the SAP and the Zoning Code, the applicant is providing the required 12 foot “shoulder” setback along Wythe Street between the portions of the building that measures 40 feet and 50 feet. Per the Building Height and Massing plan on page 93 of the SAP, a portion of which is shown below, the southern side of the site indicates a 40-foot height limit, where the western portion of the block lists a 50-foot height. Based on this map, it appears that 50 feet was an anticipated building height along this portion of North Henry Street. It should be noted that the portions of the building closes to the residential properties to the east measure 30 feet in height, so the building gradual increases in height from 30 feet up to 50 feet as you move east to west and north, while the building maintains not more than 40 feet along the walking street of Wythe Street.



5. Commissioner Brown’s Comment: Of the nearly 50 recommendations in the SAP, summarized in bullet points grouped under 7 principles at pages 122-25, other than underground parking, it is difficult to see where any of them are significantly advanced by this project, and important ones are impeded by the piecemeal approach to block redevelopment.

Not advanced or not significantly advanced:

- Use “live-work units to advance neighborhood identity, vitality and diversity.
- Provide active uses on the ground floor, including retail and restaurants.
- Recruit new neighborhood-oriented businesses.
- Create true mixed-income housing: public, workforce, affordable and market rate.
- Ensure that the height and scale of new development reflects the existing scale of the Mid-Neighborhood Character Area with context appropriate transitions.

- Create building “shoulders” with a 12’ setback above 40’ along all street facades, including Henry Street.

Significantly advanced or at least in compliance:

- Undergrounding of parking.
- Landscaped sidewalks with BMP tree wells
- Crosswalks at Henry and Wythe, colonial streetlights and curb ramp improvements
- Visitor bicycle rack

STAFF RESPONSE: As discussed in the staff report, staff believes many of the items listed under the seven guiding principles can be met. Per the executive summary of the SAP, the “plan aspires to create a neighborhood that is safe, walkable, dense enough to support retail, and replete with housing opportunities for a diverse range of people at different income levels” (page 9). When considering the main topics of the guiding principles, the redevelopment of the site for multifamily housing contributes to each of these topics. The redevelopment of the site is consistent with the evolution of the Braddock Metro Neighborhood from an industrial area to an urban, mixed use neighborhood that was anticipated when the Braddock Metro station was first opened. Staff recommended locating the retail space at the corner of the building’s ground floor where visibility is greater to both vehicular and pedestrian traffic. Residential entrances were recommended along the western side of the building, central to the block, consistent with the residential character of the area and further activating the street frontage.

6. Commissioner Brown’s Comment: The FAR exclusions for bathrooms are excessive even if such exclusions are appropriate, which is doubtful, because a bathroom in a residence is not the same thing as a lavatory built in a mixed-use zone - While the plans do not disclose the layout of the bathrooms in the apartments, there does not appear to be any intention to include small guest rooms with a toilet and wash basin, or bathrooms with such areas segregated from the bath itself. In commercial zones, toilet areas lack bathing facilities and are often known as “lavatories.” In the zoning code up to 50 sf of each lavatory is excluded from floor area. In residence zones, bathrooms are included in floor area, just like any other living area (unless a false ceiling of under 7 feet is installed, which dubious exclusion is not claimed here). While these bathrooms are not in a residence zone, they are residences in a mixed-use zone, and, in this case, are the only use in the building. Hence, I do not think it appropriate for the project to get a 50 sf exclusion for each bathroom; they are bathrooms in an exclusively residential project, after all, not lavatories, and invariably greater than 50 sf. Even if the exclusion were applied, the maximum exclusion would be 4700 sf ($94 \times 50 = 4700$). The drawings in the site plan package (Sheets A-101 to A-103) claim a total bathroom exclusion of 5740 sf, which is close to 25% excessive.

STAFF RESPONSE: Per Zoning Code Section 2-145(B)(3), a building in the CRMU/M zoning district excludes from the floor area are: Lavatories of which only a maximum of 50 square feet of each lavatory can be excluded. The maximum total of excludable area for lavatories shall be no greater than of ten percent of gross floor area. Staff reviewed the building plans

and found that excluded areas do not exceed 50 square feet and the bathroom's square footage exclusion does not exceed 10 percent of the GFA.

June 22, 2020

Chair Nathan Macek
Vice Chair Maria Wasowski
Comm. David Brown
Comm. Melinda Lyle

Comm. Stephen Koenig
Comm. Melissa McMahon
Comm. John Goebel
Planning & Zoning Staff

Re: 701 North Henry Street

Dear Chair Macek, Vice Chair Wasowski, Commissioners, and Staff:

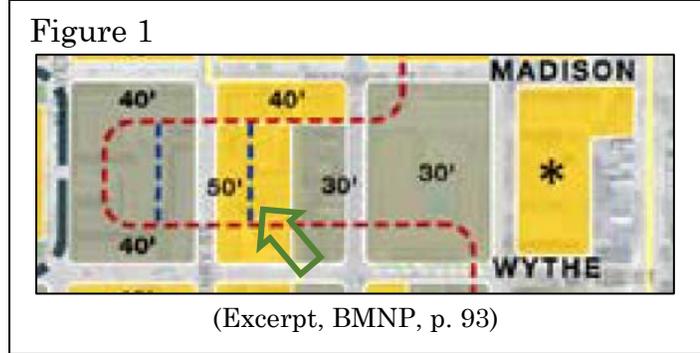
As neighbors of 701 North Henry Street, we write to share our concerns about the applicant's requests in their current form. In light of these concerns, which we have tried unsuccessfully to resolve through good-faith dialogue with the applicant, we ask you to add limits on (1) the proposed height and setback of the project and (2) the construction noise, as detailed below in sections 1 and 2 of this letter. With these limits, we would generally support the project. Without these limits, we would regretfully have to strongly oppose the applicant's requests. We also address a few miscellaneous issues in section 3 and share some concluding comments in section 4.

1. Proposed Heights and Setbacks from Adjoining Parker-Gray Historic Homes

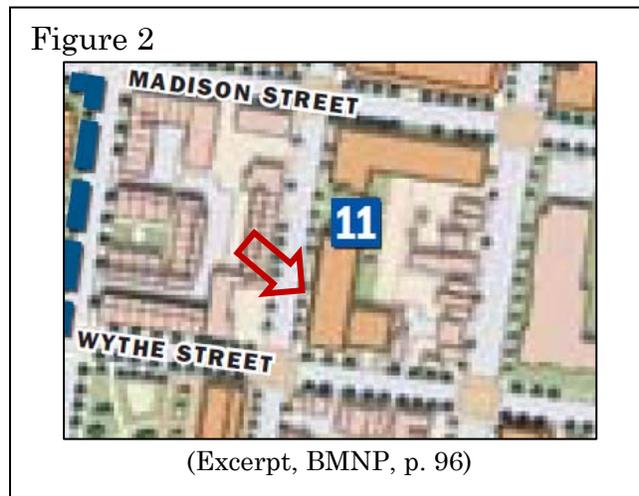
A. Issues

The applicant proposes a five-story C-shaped building where the top of the "C" juts back toward—and will tower over—adjoining two story homes in the Parker-Gray Historic District. That aspect of the proposal is particularly troubling because it displays a lack of respect for the history and character of our neighborhood. The proposed setbacks on the northeast corner of the property are shorter than the proposed building heights, resulting in an abrupt transition from our two-story homes on the east side of the block to the three- and five-story sections of the proposed building (22' setback to the 30' three-story section and 32' setback to the 50' five-story section just behind). And the proposed height of the 50' five-story section is inconsistent with the history, scale, and character of the block.

The applicant’s proposed heights and setbacks are inconsistent with the Small Area Plan. As shown in Figure 1, the Braddock Metro Neighborhood Plan (BMNP) limits the height of this site to 30’ for the eastern half of the site except a 40’ portion adjacent to Wythe—consistent with adjoining Parker-



Gray homes that are two stories tall. The BMNP permits 50’ only directly along Henry Street. In other words, as shown in Figure 2, the BMNP provided for an L-shaped building that provides appropriate setbacks and transitions from the adjoining two-story historic homes. The applicant’s five-story C-shaped proposal is inconsistent with the BMNP, exceeding the “maximum height[s]” of 30’ and 40’ for most of the site that are necessary to “ensure transitions in scale between the two and three-story fabric” of the adjoining homes.¹



The BMNP describes the Parker-Gray Historic District as one of four “Character Areas” in the Braddock Metro neighborhood.² The BMNP recognizes that the Parker-Gray character area is “[d]efined by two- and three-story historic rowhouses”—like the two-story homes adjoining the property.³ The BMNP identifies the need for “compatibility of new buildings with scale & character of historic neighborhood.”⁴ Recognizing the importance of “provid[ing]

appropriate transitions to nearby historic fabric,” Principle 7 of the BMNP includes the requirement to “Ensure that *height and scale of new development reflects the existing scale and character* of the four Character Areas and *provides context appropriate transitions.*”⁵ In their current form, the applicant’s proposals do *not* comply with this principle. The applicant’s proposed height and scale neither reflect the existing scale and character of adjoining homes nor provide context appropriate

¹ BMNP, p. 87.

² BMNP, p. 88.

³ BMNP, p. 88.

⁴ BMNP, p. 13.

⁵ BMNP, pp. 92, 125, with emphasis.

transitions. The applicant’s proposed five-story building with insufficient setbacks and transitions would damage the history and character of the row of Parker-Gray homes along the Patrick Street side of the block and thus be detrimental not only to the neighboring homes but also the historic fabric of this part of the Parker-Gray Historic District

Nothing on this block is remotely five-stories tall. Our homes are two-stories tall, like the rest of the block. Nor is the applicant’s proposed five-story building even consistent with other buildings immediately nearby. The townhomes across Henry Street from the property are four stories (Braddock Lofts). The townhomes across Wythe Street from the property are two to three stories. Adjacent townhomes to the south along Henry Street are two stories. And the new Ramsey Homes are four stories tall. Moreover, the new Ramsey Homes are only three stories tall directly adjacent to Wythe and Patrick Streets, with setbacks and shoulders before rising to four stories.

Figure 3

In accordance with the recommendations of the BMNP, all new development in the plan area will:

- **Provide appropriate transitions in scale and massing.** Building scale and massing have a significant impact on the perceived character of a building and its surroundings. **New development should include a variety of heights, scale and setbacks to relate to the context of the neighborhood and each block frontage. New development should respect the scale of immediately adjacent residential properties.** See the following section on Design Goals for additional treatment of this topic by site.

(Excerpt, Braddock East Master Plan, p. 39)

The applicant’s five-story proposal—particularly the northern extension of the C-shaped building that would tower over adjoining two-story homes—does *not* follow the Design Principles for the City of Alexandria’s requirement to “create scale transitions that are sensitive to the surrounding building fabric.”⁶ Nor does the applicant’s proposal, in current form, comply with the BMNP Design Guidelines, which provide: “New buildings *must make complementary transitions to context buildings of different height or use. Where a new building with commercial and/or multifamily uses abuts a single-family or attached residence, the new building shall be sensitive in vertical and horizontal scale to existing residential structures.*”⁷

⁶ BMNP, p. 143.

⁷ BMNP, p. 145, with emphasis.

B. Solutions

To solve these issues, we ask you to add limits sufficient to protect the history, scale, and character of our neighborhood. We ask you to ensure that the project complies with the BMNP’s limits and principles and follows the Design Principles and Design Guidelines. Please do not approve this project without adding appropriate height and setback limits.

It is imperative to limit the height of the eastern half of the property to 30’ (except the 40’ portion directly adjacent to Wythe Street), as provided in the BMNP. We recognize that the BMNP envisioned a 50’ portion along Henry Street only, running back less than halfway across the property. *We do not believe five stories are appropriate anywhere on the property*—particularly because surrounding development in the area has been four stories (e.g., the Ramsey Homes and

Braddock Lofts), and the applicant is proposing to split the BMNP’s Henry Street Site A in a way that renders any 50’ section inappropriate to the surrounding context.

If five stories are to be permitted anywhere on the site, however, then (1) the extra height should be limited to the area immediately adjacent to Henry Street and (2) shoulders and transitions should be required with a gradual rise from 20’-30’ on the eastern half to a 40’ portion just over halfway, and only then the 50’ portion. In other words, if 50’ is

permitted along Henry Street, there should be an intervening 40’ portion with shoulders to create appropriate transitions and privacy from our adjoining two-story historic homes. The eastern half of the property, with the exception of the Wythe-adjacent portion, should be limited to 30’.

Moreover, setbacks along the eastern half of the property should be *no less* than the adjacent height, which would be more consistent with the BMNP’s vision of an L-shaped building. In other words, with a C-shape (or an O-shape to increase density while lowering height), there could be a 20’ tall section at a setback of no less than 20’, rising to 30’ tall at a setback of 30’. Simply put, the new building should

Figure 4

for this neighborhood. Participants confirmed that the height of any new building should be sensitive to the scale of adjacent development. It was suggested that new buildings should be generally no more than one-story higher than adjacent buildings (with greater height permissible further away). New buildings should also incorporate shoulders along sensitive edges, to transition taller buildings to smaller context of adjacent properties.

(Excerpt, Braddock East Master Plan, p. 3)
This excerpt regarding a community “design charette” confirms our community’s support for sensitive, gradual height transitions.

transition to a smaller building mass that *matches* the adjacent historic homes (i.e., starting with 20' before gradually rising). These setbacks and gradually rising heights would provide aesthetically pleasing, context-appropriate, historically sensitive, and respectful transitions from our adjoining homes, preserving the character of the neighborhood.

2. Construction Noise

A. Issues

The project will involve significant excavation and construction directly adjacent to historic homes in a largely residential area. The applicant informed us that this construction would last at least 1.5 to 2 years. The noise and vibrations will be highly disruptive and detrimental, particularly given that many neighbors must continue to work from home for the foreseeable future as a result of the COVID-19 pandemic and individual health conditions that place us in a category of increased risk even as reopening occurs. Moreover, several of us neighbors have jobs with evening and nighttime hours, necessitating sleep schedules that require us to sleep until at least 9:00 a.m.

High levels of noise and vibration threaten public health, both physical and mental.⁸ As the Washington Post explained last year, “Exposure to loud noise can certainly damage your hearing. But increasingly, scientists are finding that too much noise can take a toll on our health in other ways.”⁹ High noise levels cause “direct and cumulative adverse effects that impair health and that degrade residential, social, working, and learning environments with corresponding real (economic) and intangible (well-being) losses.”¹⁰ “Studies have shown that people who live . . . in loud environments are particularly susceptible to many alarming problems, including heart disease, high blood pressure, low birth weight, and all the physical, cognitive, and emotional issues that arise from being too distracted to

Figure 5



(Excerpt, BMNP, p. 145)

⁸ Mathias Basner, MD, et al., *Auditory and Non-Auditory Effects of Noise on Health*, Lancet (2014), <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3988259/>; Knvul Sheikh, *Noise Pollution Isn't Just Annoying – It's Bad for Your Health*, BrainFacts.org (2018), <https://www.brainfacts.org/thinking-sensing-and-behaving/diet-and-lifestyle/2018/noise-pollution-isnt-just-annoying-its-bad-for-your-health-062718>.

⁹ *The Negative Health Effects Of Too Much Noise Go Well Beyond Hearing*, Washington Post (2019), https://www.washingtonpost.com/national/health-science/the-negative-health-effects-of-too-much-noise-goes-well-beyond-hearing/2019/06/07/21807198-863d-11e9-a491-25df61c78dc4_story.html.

¹⁰ Lisa Goines, RN, and Louis Hagler, MD, *Noise Pollution: A Modern Plague*, Southern Medical Journal (2007), <https://sma.org/southern-medical-journal/article/noise-pollution-a-modern-plague/>.

focus on complex tasks and from never getting enough sleep,” including “increased anxiety, depression, . . . and stroke.”¹¹ Underlying health conditions only exacerbate these risks. Particularly worrisome amid the current pandemic is the fact that high noise levels are immunotoxic, increasing susceptibility to disease and weakening our immune systems.¹²

Disappointingly, in our discussions, the applicant pointedly declined to provide any noise mitigation beyond minimal compliance with citywide construction hours (starting at 7 a.m.) that are not specifically tailored to a major construction project in the middle of a residential area. In response to our suggestion to erect temporary construction noise barriers—which we have observed at many construction sites—the applicant questioned whether such barriers exist.

B. Solutions

To solve these issues, we ask you to add conditions to limit the noise pollution generated by the project’s construction. Specifically, we ask you to (1) limit construction hours on the site to weekdays from 9:00 a.m. to 7:00 p.m., with no noise-producing construction activities on weekends or holidays, (2) require the applicant to maintain a noise construction barrier at least 16 feet tall around the site throughout the construction, and (3) obtain and follow a professional construction noise mitigation plan ensuring that sound levels reaching adjacent residential properties are below 85 decibels.

First, limiting the construction hours to weekdays from 9:00 a.m. to 7:00 p.m. is necessary because the applicant proposes a massive construction project directly adjacent to our homes. Most of us neighbors are not even separated by an alley from the construction site. For many of us, because of our jobs, being awoken before 9:00 a.m. for two years by construction right next to our homes would be highly damaging to our physical and mental health, preventing sufficient sleep and increasing the risk of numerous health issues. Moreover, given the anticipated length of the construction, it is essential to our health, sanity, and wellbeing to have a respite from the construction noise on the weekend. That is particularly true for those of us with underlying health concerns amid the current pandemic, which is likely to continue to limit our ability to leave our homes and escape the noise. Note that the focus of these limits is on external noise-producing construction, which is

¹¹ David Owen, *Is Noise Pollution the Next Big Public-Health Crisis?*, *The New Yorker* (2019), <https://www.newyorker.com/magazine/2019/05/13/is-noise-pollution-the-next-big-public-health-crisis>; Sheikh, note 8.

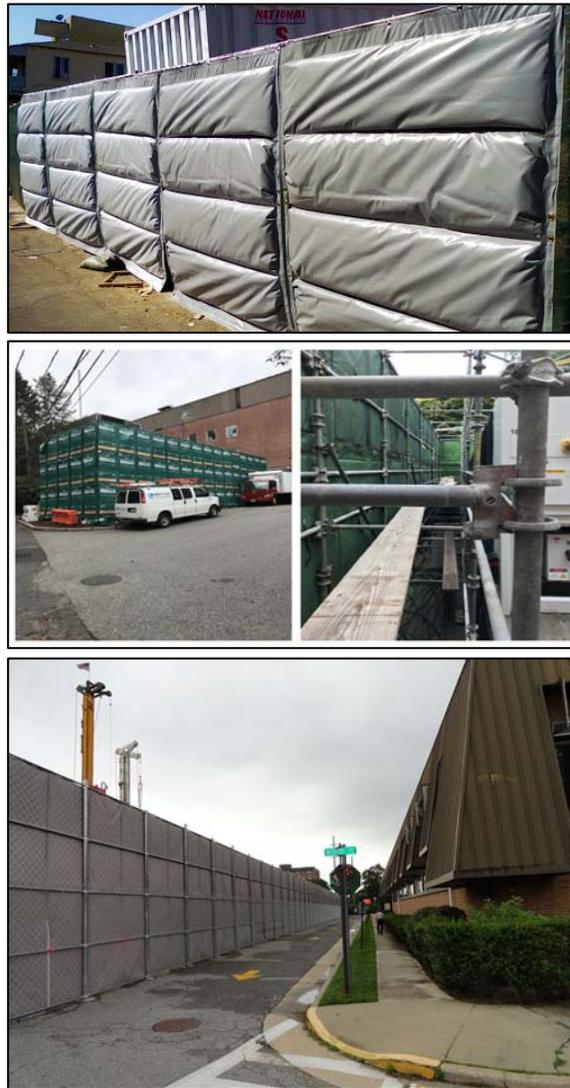
¹² Deepak Prasher, *Is There Evidence That Environmental Noise is Immunotoxic?*, *Noise & Health Journal* (2009), <http://www.noiseandhealth.org/article.asp?issn=1463-1741;year=2009;volume=11;issue=44;spage=151;epage=155;aualast=Prasher>.

noise pollution that would impact the neighborhood. Once the building is fully enclosed, internal construction that does not create external noise pollution could be permitted outside the 9:00 a.m. to 7:00 p.m. weekday limits.

Second, contrary to the applicant’s claim to us that temporary noise barriers were not viable, we know that such barriers exist as we have seen them widely used for construction in residential areas. A quick Google search reveals a plethora of temporary construction noise barriers that provide “an economical and effective method of reducing noise generated by equipment, pumps, generators or other processes and are exposed to the elements,” and common applications for these barriers specifically include “Any type of building construction in a residential area.”¹³ Various types of “temporary noise control barriers are used across the nation and worldwide, eliminating nuisance by reducing noise pollution by up to 97%.”¹⁴ These barriers should be used here to reduce the noise pollution emanating from the applicant’s proposed construction site.

Third, given the applicant’s surprising unfamiliarity with noise mitigation issues, it seems clear that consultation with noise mitigation professionals (acoustic engineers) would be appropriate. It is difficult for us, as

Figure 6



Examples of temporary construction noise barriers.

¹³ eNoise Control, Outdoor Sound Curtains, <https://www.enoisecontrol.com/products/outdoor-sound-curtains/>; eNoise Control, Temporary Construction Sound Barrier Wall Fence, <https://www.enoisecontrol.com/temporary-construction-sound-barrier-wall-fence/>. Other examples include: <http://www.echonoisecontrol.com/sound-barrier-wall-products/>; <https://www.echobarrier.com/construction-noise-barriers/>; <https://allnoisecontrol.com/construction-noise/>; <https://www.steelguardsafety.com/industrial-noise-control/temporary-construction-noise-barriers-construction-noise-control/>.

¹⁴ Echo Barrier, Construction Barriers, <https://www.echobarrier.com/construction-noise-barriers/>.

laypeople, to identify all of the noise mitigation tools that should be deployed for this site located amid a residential area with historic homes. However, it is clear that noise levels “that reach 85 decibels or higher can harm a person’s ears.”¹⁵ Higher noise levels quickly cause even more serious harm to hearing.¹⁶ Thus, as a condition of approval, the applicant should be required before beginning construction to obtain and follow a professional noise mitigation plan that will ensure construction noise consistently remains less than 85 decibels along the residential property lines surrounding the site.¹⁷

3. Miscellaneous Comments

A. Utility Lines and Poles

There are above-ground utility lines running along the east side of the property supplying power, cable, and telephone service to several of our properties and others further north on the block. Based on our discussions with the applicant, it appears that these utility lines have not received much attention. The applicant suggested that they are on our properties and would remain accessible. The applicant appears mistaken. There is no alley to access the utilities. The poles are on the applicant’s side of fences along the eastern side of the property, and utility providers access the lines and poles (including for recent maintenance) through the property using large lift trucks. These trucks would not fit through any of our homes, and the location of the poles and lines would make it difficult, if not impossible, for utility providers to access them under the applicant’s current plan.

¹⁵ National Geographic, *Noise Pollution*, <https://www.nationalgeographic.org/encyclopedia/noise-pollution/>; National Institutes of Health, *Too Loud. Too Long.*, <https://www.noisyplanet.nidcd.nih.gov/parents/too-loud-too-long> (“Any sound at or above 85 dBA is more likely to damage your hearing over time.”); Ashley Welch, CBS News, <https://www.cbsnews.com/news/wearing-earplugs-to-concerts-may-prevent-hearing-loss/> (“85 dBA is considered the cut off between safe and potentially unsafe loudness levels,” Sharon A. Sandridge, Ph.D, Director of the Audiology Clinical Services Head and Neck Institute at Cleveland Clinic, explained.”).

¹⁶ CDC, *What Noises Cause Hearing Loss?*, https://www.cdc.gov/nceh/hearing_loss/what_noises_cause_hearing_loss.html (explaining that 95 decibels can damage hearing after 50 minutes of exposure and 100 decibels can cause hearing loss after just 15 minutes).

¹⁷ For example, a quick Google search reveals numerous acoustical engineers who could assist the applicant to develop and implement a construction noise mitigation plan: <https://phoenixnv.com/acoustic-services/construction-noise-vibration-management/>; <https://www.akrf.com/service/acoustics/>; <https://www.enoisecontrol.com/services/acoustical-consultant/>. For additional information, see Federal Highway Administration information on construction noise mitigation (https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm) and other resources on noise mitigation planning: <https://www.greenroads.org/files/102.pdf>.

Leaving the utilities in their current state while redeveloping the property is concerning because it will jeopardize the utility providers' ability to maintain the lines or repair storm damage. Moreover, leaving the current poles and lines will plainly interfere with any trees we or the applicant may wish to grow along the shared property line to enhance privacy and increase greenery. We believe the applicant should be required to work with staff and the utility providers to ensure that these utility lines are properly considered and addressed. As far as we can tell, the only viable solution—particularly given the expectation of future development on the rest of the BMNP Henry Site A—seems to be for the applicant to arrange, at its expense, to bury these utility lines and supply lines to the adjoining homes.

B. Prevention of Construction-Related Damage to Adjoining Homes

We expressed concerns to the applicant about the risks of construction-related damage to adjoining homes, particularly given that many are historic and may be especially susceptible to vibration-related risks. The applicant was receptive to these concerns and raised the possibility of having a professional survey conducted of adjoining homes before and after construction to identify and remedy any damage the construction may cause. We appreciate the applicant's approach on this issue. Accordingly, we ask that this approach be incorporated into the conditions of approval by requiring the applicant to provide a professional assessment of adjoining homes before and after construction and obtain insurance sufficient to remedy any damage the construction may cause.

C. Rodent and Pest Mitigation

The applicant indicated to us a willingness to implement a professional rodent and pest mitigation plan to prevent construction-related rodent and pest problems that often result from large-scale excavation. For example, the applicant mentioned providing rodent and pest control services, at its expense, on adjoining properties to provide a rodent/pest control perimeter around the construction site. We appreciate the applicant's comments in this regard. Accordingly, we ask that the conditions for approval include a requirement that the applicant implement a professional mitigation plan for rodents and pests (including insects) before construction begins and continuing throughout the construction.

4. Concluding Comments

Finally, we would like to express great appreciation for Commissioner Brown's thoughtful comments to staff. His comments give us cautious hope that you will act in the public interest of our neighborhood and community, even if doing so may slightly reduce profits for a well-heeled corporate developer. We strongly agree with

Neighbor Comments Re: 701 North Henry Street

Commissioner Brown that “The height and bulk of the building is out of scale with its immediate neighbors, including the CRMU-M zoned property across Henry Street” and that the project does not advance the Small Area Plan’s recommendation to “Ensure that the height and scale of new development reflects the existing scale of the Mid-Neighborhood Character Area with context appropriate transitions.”¹⁸ While not a focus of our preceding comments, we also share Commissioner Brown’s concern that the project, in its current form, “falls short on [public-benefit] sharing.”¹⁹ In light of all the detailed issues we have identified but that the applicant and staff have not sufficiently addressed, unfortunately we must also agree with Commissioner Brown’s general concern that the project—at this time and in its current form—does *not* reflect “a well thought out and needed change to existing requirements.”²⁰

We would like to support the applicant’s redevelopment of the property, but at this time several issues remain troubling and unresolved. We have tried our best to identify these issues and offer solutions from our perspective as neighbors who have lived here for years to decades. Given our unique familiarity with this neighborhood, it is natural that we can readily see issues that may not have been apparent to the applicant or staff. While we appreciate that the applicant requested a deferral to start engaging with us for the first time, we wish that the applicant had started this engagement sooner so that we could have meaningfully contributed to their planning process. We remain disappointed that staff has not engaged with us, much less addressed in their report the unique context challenges associated with a site that directly adjoins—without even an alley of separation—two-story homes in the Park-Gray Historical District. Nonetheless, we remain committed to identifying positive solutions for our neighborhood, and we would be delighted to engage constructively with the applicant and staff to refine the redevelopment plan in light of the issues and solutions we have identified. This project represents an important opportunity to showcase Alexandria’s commitment to redevelopment that is well-thought out and provides appropriate transitions between the Braddock Road metro station and the Parker-Gray Historical District. We remain optimistic that you, as members of the Planning Commission, can encourage thoughtful revisions to the applicant’s proposals that will ultimately result in a project that we can enthusiastically support as a context-appropriate, transitional redevelopment that enhances—rather than detracts from—our adjoining historic neighborhood.

Thank you for considering our comments.

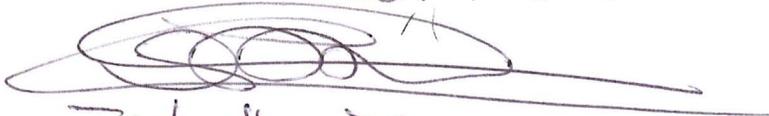
¹⁸ June 16, 2020 Memo to Commissioner Brown and Members of the Planning Commission, pp. 5, 6.

¹⁹ June 16, 2020 Memo to Commissioner Brown and Members of the Planning Commission, p. 3.

²⁰ June 16, 2020 Memo to Commissioner Brown and Members of the Planning Commission, p. 1.

Sincerely,

On June 22nd, 2020.



Isabelle Dusso
722, N. Patrick Street
Alexandria, VA
22314

ON JUNE 22nd, 2020

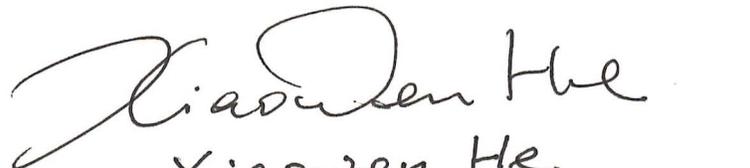


RONALD D. CARTER
722 N. PATRICK ST
ALEXANDRIA, VA 22314

Stephanie M. Johnson 
420 N. Patrick St
Alexandria, VA 22314

Khal Fani Carr
720 N. Patrick St
Alexandria, VA 22314


Jarrel Rendell
JARREL RENDELL
718 N. PATRICK ST.
ALEXANDRIA, VA 22314


Xiaowen He
716 N Patrick st
Alexandria, VA 22314

Wayne Zhong
716 N Patrick St
Alexandria, VA 22314

Patricia Turner
710 N. Patrick St.
Alex. Va. 22314


Xuan He
716 N Patrick St
Alexandria VA 22314

Sincerely,

Timothy & Kristen Hardpence
1008 Wythe St
Alexandria, VA 22314



Jessie Johnson 720 N Patrick St


Sincerely,

NADIA NEGASH
702 N. PATRICK ST.
ALEXANDRIA VA 22314

Modu J. J.

Dave
710 NORTH PATRICK
STREET ALEXANDRIA
VA 22314

Ernest D. White
LP

706 N. Patrick St.
Alex. Va. 22314

Sincerely,



Anita K. Sachariah
1012 Wythe St
Alexandria, VA 22314



Arun Srinivasan
1012 Wythe St.
Alexandria, VA 22314



JONATHAN PUEBLA
704 N. PATRICK ST
ALEXANDRIA, VA 22314

Sincerely,



Eric Heintz

617 N Henry

Alexandria VA 22314

 Ozan Sari

718 N Henry

sarozan@gmail

IAN TISDALE → 712 N. HENRY ST



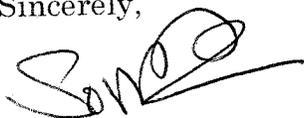
Neighbor Comments Re: 701 North Henry Street

Sincerely,

A handwritten signature in cursive script that reads "A Denny". The signature is written in black ink and is positioned above the printed name and address.

Andrea Denny
1005 Wythe St
Alexandria, VA 22314

Sincerely,

A handwritten signature in black ink, appearing to read 'SOPHEA' with a stylized flourish at the end.

SOPHEA NUTH

700 N. Patrick St.

Alexandria, VA 22314

Isabelle Zorro
722 North Patrick Street
Alexandria, VA 22314

June 23, 2020

Planning Commission
Planning & Zoning Staff
City of Alexandria
PlanComm@alexandriava.gov

Re: 701 North Henry Street

Dear Commissioners and Staff,

As a member of this neighborhood for decades (approaching 30 years in my home at 722 North Patrick Street), I completely join and share in our neighborhood comments about the proposal for 701 North Henry. These comments were the result of great efforts by neighbors working together under tough circumstances because of the need for social distancing, and made even more difficult by the limited time available to us because of the developer's failure to notify us or engage sooner. I am sending these additional comments to highlight differences I have observed between the developer approach to this project and a recent project that also involved nearby residences.

The developer's proposal to put my historic two-story home in the shadow of a five-story building led me to wonder if this type of activity has been permitted in other recent developments in Alexandria. I explored the area and noticed the current construction at 400 North Washington Street. I was struck by the fact that the building there is next to **three-story** homes, in contrast to our neighborhood's **two-story** homes, and the 400 North Washington rises only to **four stories**, only **one-story higher** than the neighboring homes. That one-story height increase seems appropriate to me. On the other hand, what the developer wants here is a **three-story height increase** over our two-story homes. That is shocking and very disrespectful to our homes and the Parker-Gray Historic District where we live.

Even worse, the developer wants to have this three-story height increase with virtually no transition. The five-story section goes close to our property lines, with only a small three-story section in between. Plus, that three-story section is already a story higher than our homes. This also represents a major contrast with 400 North Washington, where (starting north to south) there is first a setback/side yard, then a section that **matches** the neighboring building heights with similar roof elements that add a nice sense of transition, and only then a **one-story rise** to the tallest section of the new building. Further, because of the tall chimney and roofline on the brick building to the

north, the one-story rise does not look out of place. 400 North Washington does not put its neighbors in its shadow.

I took a photo of the construction at 400 North Washington to demonstrate:



I also looked at the Planning Commission materials for 400 North Washington Street: <https://www.alexandriava.gov/uploadedFiles/planning/info/masterplan/MPA20170005.pdf>

These materials reinforced my disappointment about the disrespect shown to our neighborhood with the proposal for 701 North Henry, both in the proposed height/design and the rushed process without real neighborhood engagement. For 400 North Washington, in contrast to this project, I observed that the Staff report had a thorough and detailed analysis that addressed neighborhood concerns and ensured that the building was appropriate to the context. Unlike here, the North Washington developer and Staff carefully addressed the residential context (page 7):

Key issues that were considered in the staff analysis of this proposal, and which are discussed in further detail in this report, include:

- Mass, scale, height and articulation of the building
 - Consideration of the appearance and context for development along N. Washington Street and adjacent residential development, and compliance with the Washington Street Standards
- Location and supply of parking and loading facilities
- The impact of development and site operation on adjacent residences

For 400 North Washington, the developer and Staff worked to ensure that the height and transitions were appropriate to the residential context and did not overshadow nearby homes. In fact, the developer refined its proposal by increasing setbacks and lowering heights (page 11):

N. Columbus Street frontage. In order for staff support for the rezoning, staff asked that the applicant address the following:

- The general height, scale and mass of the western wing of the building should be compatible with the townhouse and two-story buildings on the block face.
- The property would maintain side yards on either side of the property to maximize the green space buffer between the property and adjacent residential buildings.
- This portion of the building would be used for general residential purposes (assisted living units) and more commercial and institutional oriented uses in the building would be placed along the N. Washington Street wing of the building.

The applicant has addressed these issues through successive submissions. The building was narrowed in its western wing to increase the side yards, and the amount of window coverage on the side facades was increased. The N. Columbus Street façade was improved with architectural features that relate to the late 19th and early 20th century buildings on the block face, and the height lowered to three (3) stories, which is compatible with neighboring buildings on the block.

Ultimately, the North Washington developer’s proposal was supported because it had mass, scale, and height that was comparable to neighboring homes – **not three stories taller** like here (page 12):

The proposal is consistent with Braddock Road Metro Station Small Area Plan. The building section located in the area of the site to be rezoned will maintain a mass, scale and height that is comparable to neighboring properties, and will contain memory care

Equally important, the North Washington developer engaged with neighbors **well in advance** of going to the Planning Commission and **made proper changes to address neighbor concerns**, including **reducing height and increasing setbacks** (page 8):

Since Sunrise Senior Living submitted a Concept I in fall 2016, the applicant has been working with City staff and adjacent neighbors on refining building and site design elements that are compatible with the context of the neighborhood. Changes have included:

- Building massing
 - Reduction of building width and height to three (3) stories along the western wing that extends to N. Columbus Street
 - Reduction in roof height and a shifting of the portion of the building fronting Princess Street away from the shared property line with 711 Princess Street
 - Eliminating the proposed garage exit along N. Columbus Street, and providing garage ingress and egress on Princess Street
 - Variety in architectural expression of the building components
- Open space
 - Linear open space and landscaped buffers between the proposed building and neighboring buildings

In fact, the North Washington developer engaged with neighbors early so that they could participate in the design process, and the developer took neighborhood feedback into account. Further, for 400 North Washington, the Staff also talked with neighbors, especially about issues of height and transition, and neighbor's input resulted in proper changes to the height and context of the building (page 29):

V. COMMUNITY

The applicant contacted neighborhood residents early in the conceptual design process and has held several community meetings to receive neighborhood feedback. These meetings were held

Staff and the applicant talked with neighborhood residents via email, phone and in person relating to potential impacts related to the development, including the building scale and mass, parking and traffic impacts, and open space. Input from neighbors helped to reduce the massing of the building on the Princess Street frontage and the entire western wing, and address parking

Unsurprisingly, following this process of real neighborhood engagement, the residential neighbors expressed support for the final 400 North Washington proposal. Neighbors to 400 North Washington said, for example:

- They “have been very pleased with the efforts that [the developer] has made to work with the neighborhood” (page 85)
- “The developers have been most accommodating in their design and sensitive to the fact that they will be operating in a residential neighborhood” (page 86).

And adjoining neighbors on Washington noted that “the applicant was accommodating to their requests for the location of the building in the north side yard” (page 3).

The same cannot be said here of neighborhood engagement or support. As shocked as I have been by the developer's approach, I also very surprised to learn that the Staff report for 701 North Henry claims we are “generally supportive” of the proposal. Our neighborhood is not. I do not know how that could even be said given that Staff has not talked with us and we did not even learn about the proposal until the week after Memorial Day.

Please do not approve the developer's current proposal. Instead, I ask you to encourage the developer and Staff to work with neighbors, as occurred with 400 North Washington, to result in a building that is respectful to residential and historic context of our neighborhood. Thank you.

Sincerely,

Isabelle Zorro

Stephanie Johnson
720 N. Patrick St.
Alexandria, VA 22314

June 24, 2020

Planning Commission
Planning & Zoning Staff
City of Alexandria
PlanComm@alexandriava.gov

Re: 701 North Henry Street

Dear Commissioners and Staff:

This neighborhood has been my home for over 50 years. This is where I grew up. My parents struggled for this house, 720 North Patrick Street, and I am proud to live here where they succeeded in becoming homeowners in the 1960s. Our neighborhood has important history that I remember personally, back to a time even before it was officially recognized as the Parker-Gray Historic District. Our neighborhood's history must be preserved, not erased by a massive building that is not appropriate to context or history of the neighborhood.

I totally join our neighborhood comments about the proposal for 701 North Henry Street. Because the developer did not even notify us about the proposal until late last month, we overcame the difficult challenge of working together despite the pandemic to quickly prepare comments reflecting the neighborhood's shared perspectives and concerns.

I am sending these additional comments to share my personal perspective with you. I am not opposed to redevelopment in general, but I believe that it must be done in a way that preserves and enhances our history. The proposed building does not do that. The building is too tall and massive for this location. Our historic homes should not be put in the shadow of a five-story building blocking the sun and breeze in our backyards. We should not be put on display at the bottom of a C-shaped building towering above us like an amphitheater. Any development of 701 North Henry should be required to preserve our privacy with ample green space, distance, and transitions. There should not be a five-story building rising directly behind and overshadowing our historic street front. The building should be not be permitted to be taller at any point than its setbacks, and the maximum height should be limited to four stories.

I also believe that the current proposal falls far short in providing sufficient affordable housing. As I understand it, the developer is proposing to make just 7% of units "affordable" at a family income of over \$70,000 (60% AMI), and would only keep those units "affordable" for 40 years. That does not do enough for the community. I believe the

developer should be required to guarantee more affordable units with a range of 40-60% AMI, and that these units should be guaranteed for as long as the building exists. The developer should not be permitted to turn anyone out of their home in 40 years by terminating the affordable status of their unit.

Please stand up for our neighborhood, our history, and our community. Thank you.

Sincerely,

Stephanie Johnson

[EXTERNAL]Comments on 701 North Henry redevelopment

Andrea Denny <andrea.denny@gmail.com>

Wed 6/24/2020 4:28 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Commission Staff:

I completely join in our neighborhood comments about the proposal for 701 North Henry Street. Because the developer provided very short notice about the project, we have had to overcome the difficult challenge of working together despite the pandemic to quickly prepare comments reflecting the neighborhood's shared concerns. I am also sending these additional comments to address my personal perspective about the project.

My property (1005 Wythe St) directly borders the development site, and my home is very close to the property line. As such, I am very concerned about the disruption to my property and my quality of life during construction and afterwards. I appreciate that the developer has (if I understand the plans correctly) included a lower building height near my home, and I would encourage that if changes are made to the design, the portion closest to my home remain at a lower height so as not to tower over my existing home.

In addition to concerns about construction noise mitigation already expressed in our joint letter, I have strong concerns about construction related property damage/impact especially because of my proximity to the construction. For example, I understand that the builder intends to remove the existing 8 foot cinderblock wall along the property line and replace it with a 6 foot high fence with a pedestrian walkway on the other side. This represents a significant loss of privacy and I would support a higher fence if possible. In addition, they intend to remove additional fencing at the front of the property and a large tree on the property line which currently provides shade to my property. I ask that they be required to provide reimbursement to repair or replace damage to existing landscaping and patio that is likely to occur during removal of these items. The mechanism to apply for damage reimbursement needs to be clearly provided to all neighboring properties as others are likely to experience similar damage.

Finally, I would like to reiterate the recommendation that the utility lines running along the property lines be moved underground. In addition to being a display of good faith for the developer, it would also benefit them as it would approve the appearance of their own property and proposed courtyard space. If this is not done at this time, it will be virtually impossible to do it later. This will also reduce the need for line maintenance/access that is a key concern for the neighboring properties served by these utility lines.

Thank you for your consideration of these comments.

Andrea Denny
1005 Wythe St
Alexandria, VA 22314



Braddock Metro Citizens' Coalition

Working for a Greater Northwest Old Town | www.braddockmetro.org

1122 Madison Street, Alexandria, VA 22314 | bmcc@braddockmetro.org

June 25, 2020

Chairman Nathan Macek
Vice Chairwoman Maria Wasowski
Comm. David Brown
Comm. Melinda Lyle

Comm. Stephen Koenig
Comm. Melissa McMahon
Comm. John Goebel

Re: Support for Approval of 701 N Henry Street.

Dear Chairman Macek, Vice-Chairwoman Wasowski and Members of the Planning Commission,

I am writing on behalf of the Braddock Metro Citizens Coalition (BMCC) in support 701 N Henry Street. We spoke with the applicant, and they made some changes in response to the concerns stated in our letter on June 1, 2020. We believe the adjustments are an improvement and alleviate our issues, and we would like to offer our support for the project.

Warm Regards,

Abbey Oklak, Treasurer
Braddock Metro Citizen's Coalition

Cc: BMCC Board; Karl Moritz, Director, Planning & Zoning; Catharine Puskar

701 North Henry Street

Jariel A. Rendell
718 N. Patrick St.
Alexandria, VA 22314
jariel.rendell@outlook.com

June 25, 2020

Via Email

Planning Commission
Planning & Zoning Staff
City of Alexandria
301 King St., Room 2400
Alexandria, VA 22314
PlanComm@alexandriava.gov

Re: June 25, 2020 Planning Commission Hearing on 701 North Henry Street

Dear Planning Commissioners and Staff:

I write regarding the requests for 701 North Henry Street (“the Property”), Docket No. 11, Master Plan Amendment #2020-00002 Rezoning #2020-00001 Development Special Use Permit #2019-00028 Transportation Management Plan Special Use Permit #2020-00009 (collectively, “the requests”).

My home is 718 North Patrick Street and adjoins part of the east side of the Property. Let me begin by emphasizing that I fully join our neighborhood’s joint comments submitted earlier this week. Our neighborhood comments are the product of a joint effort by neighbors under challenging circumstances, and I strongly agree with my neighbors that the proposed height is excessive, the proposed setbacks and transitions are inadequate, the noise pollution of the construction must be limited, the utility lines most likely need to be undergrounded, and other construction-related issues need to be proactively mitigated. I only write separately to share a few additional observations.

A. The Current Proposal Fails to Provide Enough Affordable Housing to Justify the Applicant’s Requests

I am personally troubled by the applicant’s insufficient affordable housing proposal. By my (admittedly rough) calculations, the applicant is asking our city—a democratic institution that ought to act in the public interest of its citizens rather than the private interests of a single developer—to authorize a 370% increase in density (74 extra units over the current 20 allowed) yet committing just 9% of the increase to affordable housing (and only 7% of the total units). Even worse, the applicant would take away those few units of affordable housing in 40 years. The requested increase in density is not going to disappear in 40 years. Neither should the affordable housing units. I see no reason why the affordable units should not be deeded to ensure they exist for as long as the building. Moreover, I believe 15-20% of whatever density increase is ultimately authorized should be committed to affordable housing.

B. The Current Proposal Involving Retail Use Fails to Consider the Zone Transition Line Setback Requirement (Zoning Ordinance § 7-900)

Exemplifying the rushed, insufficiently refined nature of the Requests in their current form, the applicant and staff have not addressed the interplay between the property’s proposed setbacks, the property’s proposed retail use, and the zone transition line setback requirement.

The applicant seeks approval for the following proposed use: “Multi-Family Residential *with Retail*.” (Staff Report 1 (emphasis added).) More specifically, the applicant seeks both rezoning to CRMU-M for mixed residential and retail use and a DSUP “with site plan to construct a multifamily residential building *with ground floor retail*.” (Staff Report 5 (emphasis added).) This “building with ground floor retail” would, under the applicant’s proposal, be five-stories tall with a height of 50 feet to the roof, plus a 3-foot parapet, for an actual height of 53 feet. (Site Plan 25.)

Yet any retail use in the proposed building would result in a violation of the zone transition line setback requirement, Zoning Ordinance § 7-902. The applicant’s proposed setback from the adjoining residential zone along the eastern property line is as low as 17 feet at the southern end and approximately 22 feet at the northern end. That is much lower than the 50-foot setback required required for a 50-foot tall building containing retail use adjoining a residential zone. Under Section 7-902(A), “No commercial building shall be located within a distance from the nearest residential zone line *equal to the height* of such commercial building *or 25 feet, whichever is greater*.” (Emphases added.) Here, the nearest residential zone line runs along the entire eastern side of the property. (See Alexandria Zoning Map.) The proposed building height is 50 feet. (See Site Plan 25; Zoning Ordinance § 2-154 (defining “height of building”).) And the applicant’s building would be a “commercial building” under the Section 7-902 because “a commercial building shall mean a building *containing retail . . . uses* regardless of the zone in which the building is located.” (Zoning Ordinance § 7-902(A)(1) (emphasis added).)

It is troubling that neither the applicant nor staff has addressed this issue, particularly because the promise of retail use serves as the basis for the applicant’s CRMU-M rezoning request, and the staff report’s justifications for the project rely heavily on the promised retail use. (See, e.g., Staff Report 7, 8, 12-13.) If there were no retail use, then the property would be purely residential and rezoning to CRMU-M would hardly be justified. Moreover, if the property is to be purely residential, then it ought to be scrutinized in light of residential zoning requirements, including front, side, and rear yard setback requirements.

To be sure, Section 7-903 of the Zoning Ordinance authorizes modifications to the zone transition line setback requirement of Section 7-902. But the applicant failed to request such a modification. (See Staff Report 1 (listing only one, different modification request).) Staff has not analyzed whether such a modification would be appropriate—indeed, the staff report does not even mention the issue. And there has been no compliance with notice and other requirements to seek such a modification. Under these circumstances, and particularly amid substantial and thoughtful neighborhood concern over the applicant’s proposed height and setbacks, it would be highly improper for the Planning Commission to consider such a modification *sua sponte* at this evening’s hearing for the first time. These issues should be considered with appropriate deliberation and careful analysis.

It is also important to remember that the zone transition line setback requirement's "intent [is] . . . to provide for increased setback requirements where commercial . . . buildings are proximate to residential zones *in order that property in the residential zone shall not be adversely affected.*" (Zoning Ordinance § 7-901 (emphasis added).) The applicant's current proposal would adversely affect our homes in the residential zone. And it would adversely affect the Parker-Gray Historic District by not only failing to provide an appropriate transition but also overshadowing contributing homes in the district. The applicant's materials and the staff report barely acknowledge the fact that the property is surrounded by much lower homes and that many of those homes are in the Parker-Gray Historic District. Indeed, the staff report refers just once to the Parker-Gray Historic District, with a passing note that the property is in a "transition zone." (Staff Report 7.) In fact, this property is not simply "in" a transition zone from Parker-Gray. This property *is* the transition zone, directly adjoining Parker-Gray and its historic homes. The property's important location as a gateway to Parker-Gray calls for *more* thought and consideration than usual, not less. Yet in contrast to other recent redevelopment projects in Alexandria that have greatly improved through timely, meaningful engagement between the developer and adjoining property owners, this redevelopment proposal is neither thoughtful nor well considered. In its current form, to be blunt, it is generic, overly tall, inappropriate for its location, and damaging to neighborhood history.

* * *

Thank you for reviewing these additional comments. I ask you to take all possible steps to encourage or require the applicant to step back and engage with the neighborhood—as has occurred in a positive way with other recent redevelopment projects—to refine its redevelopment proposal in response to thoughtful neighborhood concerns. I do not reflexively oppose redevelopment efforts. To the contrary, I support *well-thought out* and *context-appropriate* redevelopment in our neighborhood. Unfortunately, the applicant's current proposals fall far short of that reasonable metric.

I remain optimistic that this redevelopment can be refined and would earn neighborhood support if the applicant is willing to engage the neighborhood in a meaningful process, as occurred with the 400 North Washington project that my neighbor Isabelle has highlighted. I would be pleased to engage with the applicant to identify solutions, as I have tried to do so far. For example, just on Tuesday the applicant's counsel sent me information that the height of the Braddock Lofts homes along Henry Street, across from the property, are 35 feet with a step back to 45 feet. While I cannot speak for the neighborhood on this issue because the information was provided too recently for us to discuss, I would likely be able to support a redesigned proposal that matches the Braddock Lofts heights along Henry Street, as would neighbors in the Braddock Lofts to whom I have spoken. Thus, rather than steamrolling ahead with the applicant's proposal in their current form without neighborhood engagement, a reasonable pause is needed to engage the neighborhood and give more careful thought to the importance of this property as a gateway to the Parker-Gray Historic District. Let us avoid unnecessary acrimony, particularly now as all of us are experiencing the difficult and stressful circumstances affecting our entire country.

Sincerely,

Jariel A. Rendell

[EXTERNAL]701 N Henry Street

Ginger Court <gingcourt@gmail.com>

Thu 6/25/2020 4:07 PM

To: Anh Vu <Anh.Vu@alexandriava.gov>; Judy Noritake <jnoritake@nka-arch.com>; Abigail Harwell <Abigail.Harwell@alexandriava.gov>; Nancy Williams <Nancy.Williams@alexandriava.gov>; PlanComm <PlanComm@alexandriava.gov>

Cc: Peter Courtney <pcourt@pobox.com>

City of Alexandria Planning Commission,

I am writing in regards to the new development at 701 North Henry St. This development is across the street from me and while I generally welcome new developments as the city grows, I have specific concerns about this project.

Notably, the planning team is considering increasing density and changing the landscaping guidelines. Also, I noticed in the plans that the section of the development that faces N Henry has very little green space. I would like to see grass connecting the tree wells. This exists one block north of the proposed development in front of ARHA housing and is continued on the right side of the road heading north on Rt 1 before south of the Target. There are currently two strips of grassy space between the road and the sidewalk and between the parking lot and the sidewalk in front of the Alexandria Lighting company. I would like to see the same amount of grassy space when the project is done. This idea continues the streetscape that exists north of the 701 development bringing it further south.

Thank you for considering,

Ginger Courtney

720 N Henry Street

(412) 417-5457

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701 N HENRY

Planning Commission – June 25, 2020

Existing Site Plan



Braddock Metro Neighborhood Plan – Page 97

Development Table, as amended

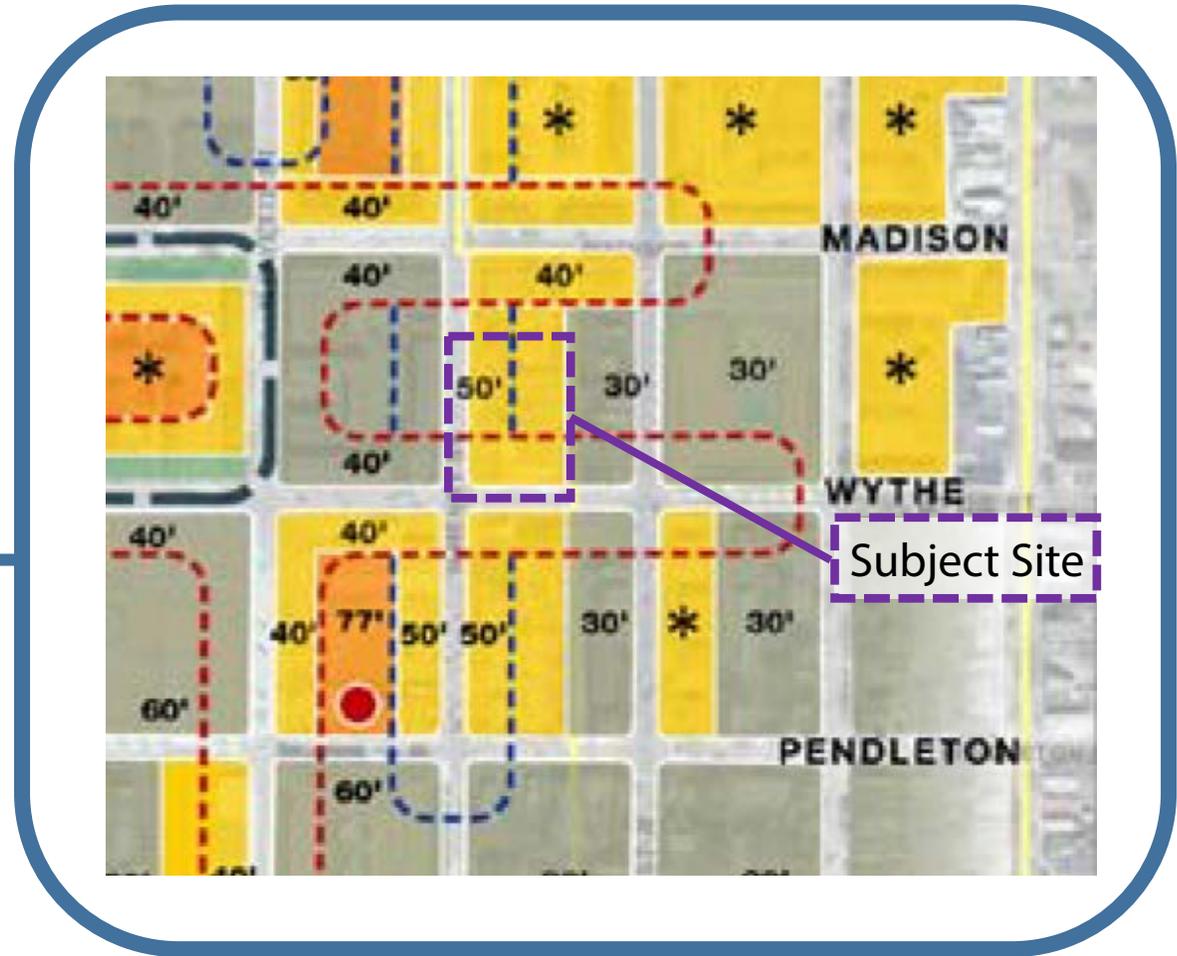
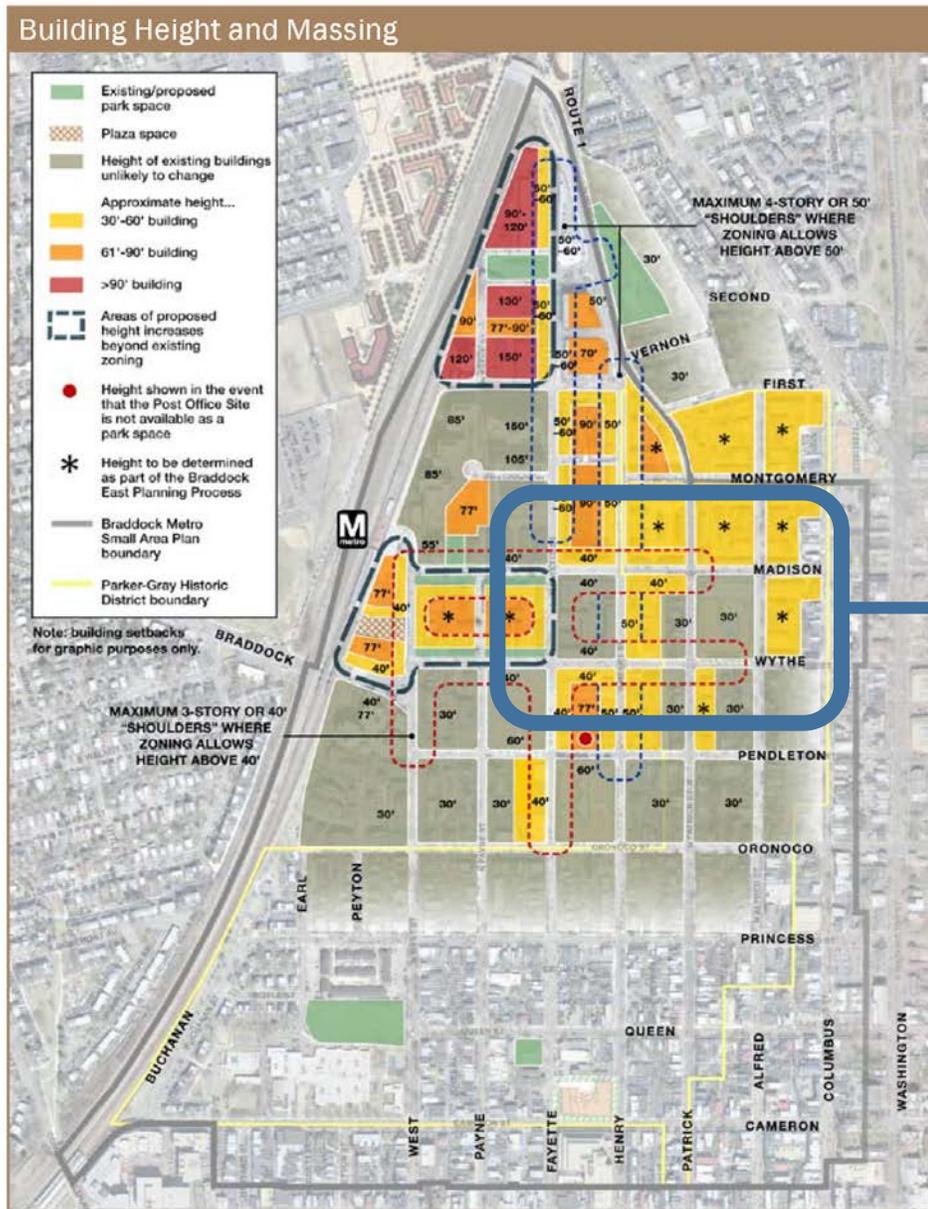
Site	Character Area	EXISTING PARCEL						PROPOSED DEVELOPMENT				
		Parcel Area		Existing Development	Current Zoning	Current Allowable F.A.R. (1)	Current Allowable Height (2)	Current Allowable Development (3)	Total Development	Proposed F.A.R.	Proposed Max Height	
		SF	ACRES	SF			FEET	SF	SF		FEET	
1	Jaguar Site	Gateway Area	308,000	7.07	102,000	OQM-50 & CRMU/H	1.5 to 2.5	77 to 90	496,500	770,000	2.5 (10)	50 to 150
2	Yates Warehouse Site	Gateway Area	23,000	0.53	12,000	CRMU/H	2.5	77 to 90	57,500	57,500	2.5 (10)	50 to 90
3	Water Tower and Adjacent Site	Gateway Area	25,000	0.57	8,000	OQM-50 & UT	0.5 to 1.5	50 to 77	30,000	50,000	2.5 (10)	90 to 120
4	Tony's Auto Site	Mid-Neighborhood Area	41,600	0.96	10,000	CRMU/H	2.5	77 to 90	104,000	104,000	2.5	50 to 90
5	1261 Madison Site	West Neighborhood Area	49,000	1.12	0	CRMU/H	2.5	77	122,500	122,500	2.5	77
6	Metro Site	West Neighborhood Area	139,000	3.19	0	UT	0.5	50	69,500	291,000 (10)	3.0 (6)	30 to 77
7	Fayette Warehouses Site	West and Mid-Neighborhood Area	42,000	0.96	32,000	CRMU/M & CRMU/H	2.0 to 2.5	50 to 70	95,000	95,000	2.0 to 2.5	40
8	Route 1 Triangle Site	Gateway Area	126,600	2.89	110,000	OQM-50 & CRMU/H	1.5 to 2.5	77 to 90	242,600	242,600	2.0	50 to 70
8A	Route 1 Triangle Site	Gateway Area	34,921	0.80	16,884	OQM-50	1.5	77 to 90	52,381	87,303	2.5	50 to 70
		1200 & 1230 N Henry										
8B	Route 1 Triangle Site	Gateway Area	35,034	0.80	99,000	OQM-50	1.5	77 to 90	52,551	52,551	1.5	50 to 70
		1022 & 1024 N Henry										
8C	Route 1 Triangle Site	Gateway Area	20,277	0.47	7,800	CRMU/H	2.5	77 to 90	20,693	50,693	2.5	50 to 70
		1018 & 1020 N Henry										
9	Carpenter's Shelter Site	Mid-Neighborhood Area	36,000	0.83	18,500	CRMU/H	2.5	77 to 90	90,000	90,000	2.5	50 to 90
10	Madison Site	Mid-Neighborhood Area	113,000	2.59	70,000	CRMU/H	2.5	77	283,000	283,000 (8)	2.5	50 to 90
11	Henry Street—Site A	Mid-Neighborhood Area	56,000	1.29	24,000	CSL	0.75	50	42,000	42,000	0.75	40 to 50
12	Henry Street—Site B	Mid-Neighborhood Area	30,000	0.69	0	CSL	0.75	50	22,500	22,500	0.75	50
13	Post Office Site	Mid-Neighborhood Area	87,000 (6)	2.00	19,000	CRMU/M	2.0	50 to 77	174,000	174,000 (7)	2.0 (6)	40 to 77
TOTAL			1,075,600	24.69	405,500				1,828,500	2,343,500 (total new sf)		
									NET TOTAL: 1,938,000 (total sf less existing development sf)			
									TOTAL INCREASE OVER CURRENT ALLOWABLE DEVELOPMENT: 515,000 (total new sf less current allowable sf)			
PROPERTIES TO BE DETERMINED THROUGH BRADDOCK EAST PLANNING PROCESS (1)												
14	Andrew Adkins Public Housing Site	West Neighborhood Area	175,000 (5)	4.02	140,000	RB	0.75	45	131,000	350,000 to 525,000	TBD	TBD
15	James Bland and Bland Addition Public Housing Site	Parker-Gray Area	370,000	8.49	166,000	RB	0.75	45	277,500	462,500 to 745,000	TBD	TBD
16	Samuel Madden Uptown Public Housing Site	Mid-Neighborhood Area	150,000	3.44	64,000	RB	0.75	45	112,500	300,000 to 375,000	TBD	TBD
17	Ramsay Homes Public Housing Site	Parker-Gray Area	28,000	0.64	14,000	RB	0.75	45	21,000	21,000	TBD	TBD
TOTAL			723,000	16.59	392,000				542,000	1,139,500 to 1,666,000 (total new sf)		
									NET TOTAL: 741,500 to 1,274,000 (total of less existing development sf)			
									TOTAL INCREASE OVER CURRENT ALLOWABLE DEVELOPMENT: 591,500 to 1,124,000 (total new sf less current allowable sf)			

Amended 10/13/18, Ord. 5162

8C	Route 1 Triangle Site	Gateway Area	20,277	0.47	7,800	CRMU/H	2.5	77 to 90	20,693	50,693	2.5	50 to 70
		1018 & 1020 N Henry										
8D	Route 1 Triangle Site	Gateway Area	34,465	0.79	3,750	CRMU/H	2.5	77 to 90	86,163	86,163	2.5	50 to 70
		1000 & 1002 N Henry										
9	Carpenter's Shelter Site	Mid-Neighborhood Area	36,000	0.83	18,500	CRMU/H	2.5	77 to 90	90,000	90,000	2.5	50 to 90
10	Madison Site	Mid-Neighborhood Area	113,000	2.59	70,000	CRMU/H	2.5	77	283,000	283,000 (8)	2.5	50 to 90
11	Henry Street—Site A	Mid-Neighborhood Area	56,000	1.29	24,000	CSL	0.75	50	42,000	42,000	0.75	40 to 50
12	Henry Street—Site B	Mid-Neighborhood Area	30,000	0.69	0	CSL	0.75	50	22,500	22,500	0.75	50
13	Post Office Site	Mid-Neighborhood Area	87,000 (6)	2.00	19,000	CRMU/M	2.0	50 to 77	174,000	174,000 (7)	2.0 (6)	40 to 77
TOTAL			1,075,600	24.69	405,500				1,828,500	2,343,500 (total new sf)		

NOTES

Braddock Metro Neighborhood Plan – Page 93



Proposed Site Plan



Proposed Site Plan



Courtyard Perspectives

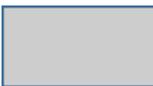


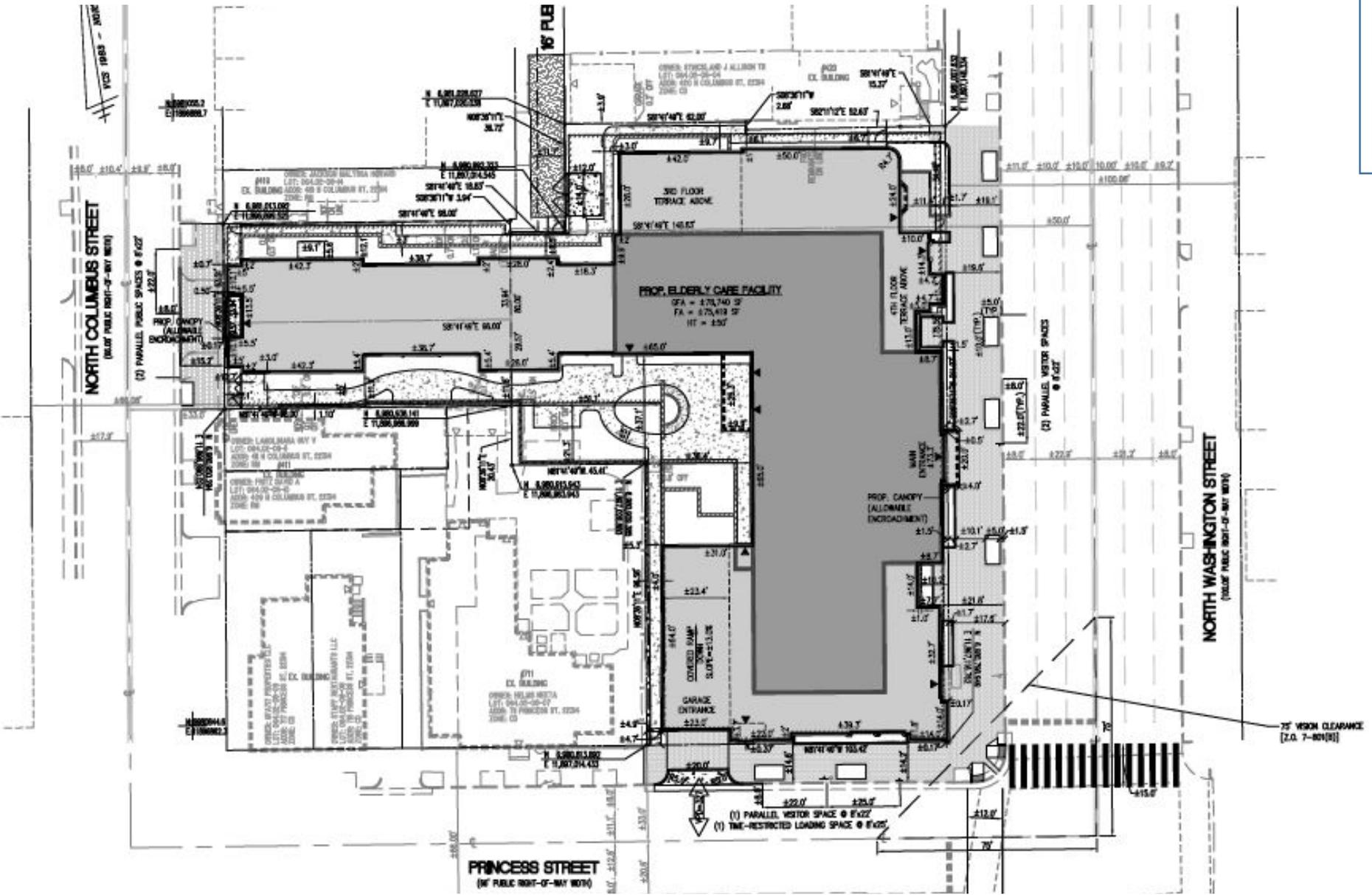
Courtyard Perspectives



400 N Washington - Site Plan

Height Legend

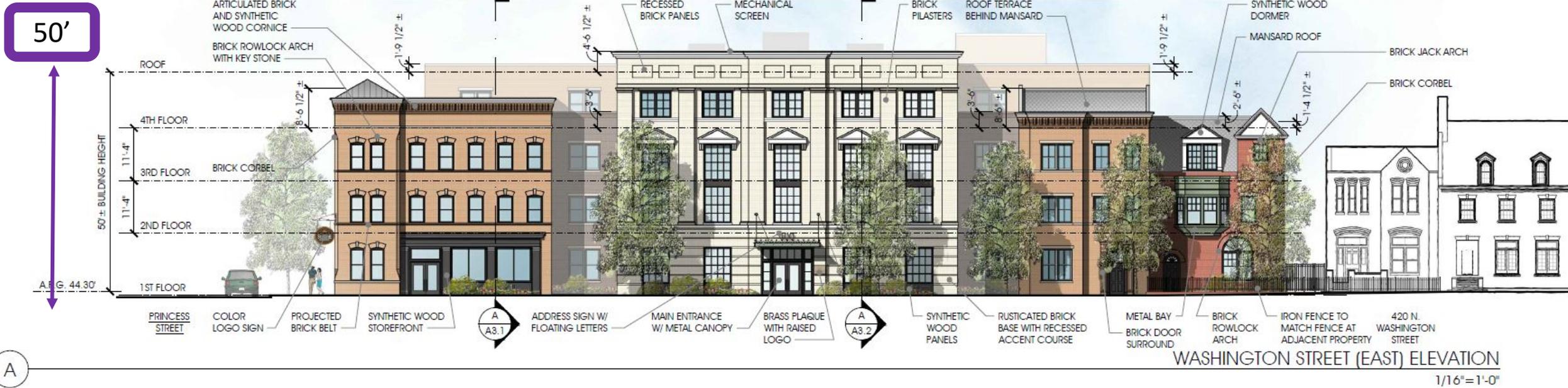
-  36.6' in height
-  50.0' in height



400 N Washington Elevations– Columbus Street



400 N Washington Elevations – North Washington Street



Architectural Refinements



1 - NORTH-WEST VIEW - PROPOSED REFINEMENTS



1 - NORTH-WEST VIEW - MARCH 17 SUBMISSION

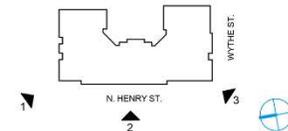


TALLER NORTH TOWER PROPOSED JULIET BALCONIES RUSTICATED BRICK EXTERIOR LIGHTING TALLER TOWER WITH BACKLIT ACCENTS

2 - WEST VIEW - PROPOSED REFINEMENTS



2 - WEST VIEW - MARCH 17 SUBMISSION



Architectural Refinements



3 - WEST ELEVATION



1 - NORTH-WEST VIEW



2 - WEST VIEW

ADDED JULIET BALCONIES
TALLER TOWER
TALLER TOWER WITH BACKLIT ACCENTS



FIBRE CEMENT - VINTIGE WOOD SERIES



EXTERIOR FINISHES



BRICK DETAILING



EXTERIOR LIGHTING



EXTERIOR FINISHES

PROPOSED ARCHITECTURAL REFINEMENTS

Contribution Comparison

	CSL	CRMU-M
FAR	0.75	2.0 (2.6 with 7-700)
Floor Area	24,629	65,678 (2.0) / 85,381 (2.6)
Affordable Housing	\$73,641.46	\$319,112.99
Public Art	\$7,388.78	\$28,789
Braddock Open Space	\$110,942.46	\$321,952
Braddock Community Amenities	\$17,068.07	\$49,474
Bike Share		\$15,000
Total	\$209,040.77	\$734,327.99

+\$525,287.22
And 7 Affordable
Housing Units