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EXHIBIT NO. 1

12
12-14-02

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December 13, 2002

Honorable Mayor and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

RE: DSUP #2002-0029 Samuel Madden Homes; Docket Item #12 (12/14/02)

Dear Mayor Donley and Members of Council:

I am writing on behalf of my client, Eakin/Youngentob Associates (EYA) regarding the above-referenced application for the Samuel Madden Homes redevelopment. Since the Planning Commission hearing on December 3rd, we have been negotiating with city staff on the proposed conditions of approval and have reached resolution on all the outstanding conditions except for one. I have attached revised conditions to which staff agrees.

We have not reached agreement regarding condition 5 which currently states:

Staff Condition:

5. Buildings # 5, 6, 13 and 18 shall provide a minimum of three feet building variation (articulation) from the adjoining townhomes adjacent to the public streets frontage. Dimension lines shall be provided on the final site plan to ensure the three-foot variations. (P&Z)(PC)

We disagree with this condition which would require the multifamily buildings containing the ARHA units to be moved three feet inward. This will result in reducing the small yards provided for the ARHA units to seven feet and moving the front of a portion of the buildings to within twelve feet of the side of other townhouses. We propose to either delete this condition (Option A) or to substitute an alternative that would provide some articulation without moving the building inward (Option B).

Applicant's Proposal (Option A):

Delete condition.

~~5. Buildings # 5, 6, 13 and 18 shall provide a minimum of three feet building variation (articulation) from the adjoining townhomes adjacent to the public streets frontage. Dimension lines shall be provided on the final site plan to ensure the three-foot variations.~~

This option would keep the buildings in the locations shown on the applicant's SUP plan.

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Applicant's Proposal (Option B):

Replace Condition as follows:

5. The widths of townhouses located on lots #1, 12, 44, 56, 57, 68, 100 & 112 shall be extended one-foot into the sideyard setbacks for the entire length of the side facade. Townhouses located on lots # 14, 25, 32, 43, 81, 88 and 99 shall extend into the front yard by a maximum of 18 inches along the length of the front facade.

This option would create more building articulation without moving the buildings inward. The corner townhouse units would be shifted one-foot closer to the sideyard setback line to provide more articulation between the corner unit and the immediately adjacent, smaller townhouse unit. This mimics the traditional pattern in Old Town where often corner lots were reserved for more prominent structures that straddled the property lines with smaller dependencies stepping back off the property line. To further reinforce and exaggerate the jogging of the facades at the corners, the units on the other side of the smaller townhouse from the corner units, will be moved a maximum of 18 inches closer to the setback line.

Along with the issue of articulation, staff has raised the issue about landscaping and openness along the public streets. With regard to landscaping along the streets, all units on public streets have planting beds adjacent to the stoops. Street trees will be planted at regular intervals and the tree pits will be landscaped with evergreen ground covers. With regard to openness, in addition to the intermittent jogging of the corner and front facades (described above), on Pitt and Royal Streets, breaks between the units occur at every four townhouses or less. On Pendleton, Oronoco and Princess Streets, breaks occur at every three townhouses or less. By comparison, most of the blocks in Old Town (both historic and new development) provide less relief on the setback line than what is being proposed in this development.

In addition to complying with the Guidelines, moving buildings farther off the setback line or moving additional building is complicated by the very challenging site and programmatic constraints. Some of the original design parameters were to design a townhouse development (as opposed to a low-rise or mid-rise development that would not be as compatible with the existing neighborhoods) with as many front doors as possible; where ARHA and market-rate units were indistinguishable from each other; and where as much usable open space at the ground level would be provided. The current development plan accomplishes this in a way that balances the needs of ARHA and their HUD requirements, and the needs of the developer in creating marketable units in a development with 1/3 subsidized units. Changing the site plan by moving units may on the surface seem a small matter. In fact, it upsets the very delicate balance between the requirements of the ARHA units and the market units and the overall feasibility of the development.

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Thank your consideration of our proposal.

Sincerely,



Jonathan P. Rak

Cc: Eileen Fogarty, Planning Director
Terry Eakin, Eakin/Youngentob Associates
Bob Youngentob, Eakin/Youngentob Associates

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DEVELOPMENT SPECIAL USE PERMIT #2002-0029
SAMUEL MADDEN HOMES
City Council Docket Item #12, December 14, 2002
Revised 12.13.02, 3:05 PM

13. The surface for the alleys that lies at the mouth of the alley between the front and rear facades of the buildings ~~are visible from the public right of ways~~ shall be treated in such a way that clearly denotes a design and/or material change ~~Alley stamped and colored bomanite concrete or brick pavers or similar material to the satisfaction of the Director of P&Z. to reduce the perceived expense of pavement of the alley.~~ (P&Z)
15. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RC&PA. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
- All street trees shall be planted in a 4 ft. x 8 ft. tree pit with aeration, drainage and irrigation. The pits shall extend will extend a maximum of one foot in three directions under a cantilevered sidewalk such that the pit area may increase to 5 ft. x 10 feet. continuous planting trough. The trough pits shall be large enough to provide sufficient arable soil volume to support adequate moisture for the tree. ~~A planting trough for a single tree shall contain a minimum of cubic feet of soil.~~ Troughs Pits shall be a minimum of 3 feet deep and eight feet wide from the face of curb.
 - An manual irrigation system shall be provided for the tree ~~troughs pits~~.
 - The street trees shall be a minimum of 4" caliper at the time of planting.

The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets through bond release. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.

The tree wells shall be a minimum dimension of 4 ft. ~~x 6 ft. x 8 ft.~~ as generally depicted on the preliminary plan.

- ~~The tree wells shall include City standard decorative tree grates.~~ The tree wells will be planted with an evergreen ground cover such as vinca minor or liriope, which shall be maintained by the HOA.
- The trees for the internal courtyards shall be a minimum of 5"-6" caliper at the time of planting.

- k. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - l. The location of all light poles shall be coordinated with the street trees.
 - m. As private trees mature they are to be limbed up by the HOA to a minimum 6 feet. Trees are not to be planted under or near light poles.
 - n. The maximum height for the shrubs is 36 inches.
 - o. All landscaping shall be maintained by the HOA in good condition and replaced as needed.
 - p. All plant materials and specifications shall be in accordance with the current and most up to date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C. (P&Z)(Police)(PC)
66. The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connections (FDC) ~~to~~ for each parking structure/multi-family building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on-site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on-site; e) emergency vehicle easements (EVE) with an eighteen (18) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (Code Enf)(PC)
68. ~~Walls and floors that separate dwelling units shall have an STC and/or ITC rating of at least 60.~~ Acoustical insulation materials shall be installed in the floors and walls separating dwelling units to the satisfaction of the Director of Code Enforcement. (Code Enf) (PC)

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Docket Item # 8-B
DEVELOPMENT SPECIAL USE PERMIT #2002-0029
SAMUEL MADDEN HOMES

Planning Commission Meeting
December 3, 2002

ISSUE: Consideration of a request for a development special use permit, with site plan, to construct market rate townhomes and "town-house style" public housing units.

APPLICANT: Applicant: Eakin/Youngentob Associates Inc.
by Jonathan P. Rak, attorney

LOCATION: 409 North Pitt Street
(Block bounded by North Pitt Street, North Royal Street,
Princess Street, and Pendleton Street)

ZONE: RM/Residential (CRMU-X proposed)

PLANNING COMMISSION ACTION, DECEMBER 3, 2002: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the development special use permit, subject to compliance with all applicable codes and ordinances and staff recommendations as revised by the applicant within the memorandum dated December 3, 2002, and with modifications to conditions #1, 2, 5, 6, 7, 10, 15, 16, 19, 26, 39, 41, 42, 53, 64, 66 and 68. The motion carried on a vote of 6 to 0. Mr. Dunn was absent.

Reason: The Planning Commission agreed with the staff analysis and conditions as amended by the applicant.

Speakers:

Bob Youngentaub, applicant.

Jonathan Rak, representing the applicant.

John Wilbur, resident, spoke in support of the application, raised concerns regarding open space, quality design, underground utilities and lighting.

Carolyn Merck, President, Old Town Civic Association, spoke in support of the application, subject to the staff recommendations. The proposal needs to provide public benefit, needs to be of the highest quality and that the tot lots should be located on the adjoining Hopkins Tancil.

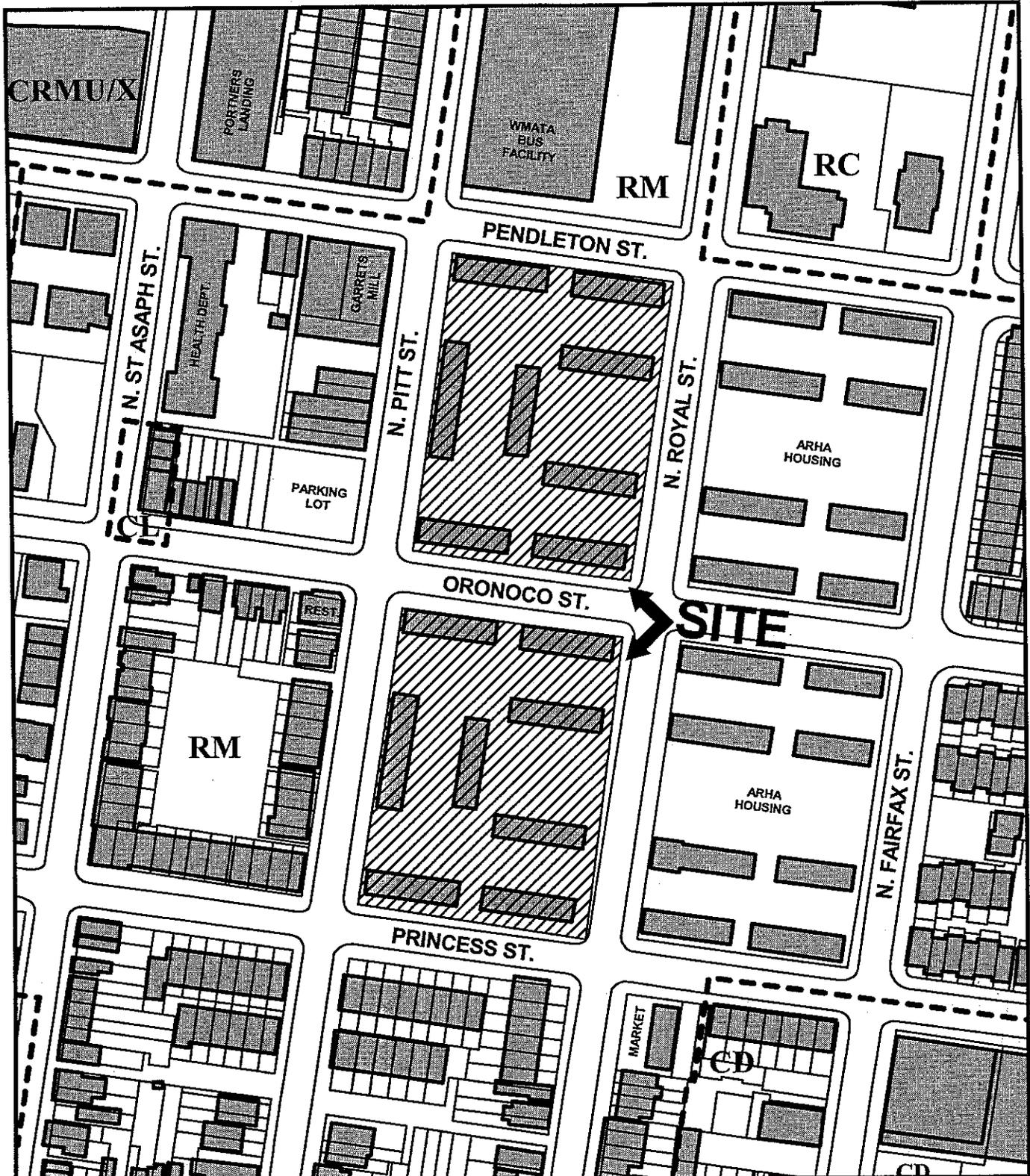
Alan Voorhees, Chairman, Old Town North Urban Design Advisory Committee, spoke in support of the application.

Marilee Menard, spoke in support of the application with the staff recommendations, no on-street parking permits, assign some of the internal spaces for visitor spaces, and the tot lot to be located on Hopkins Tancil.

Susan Brita, spoke in support of the application with staff recommendations and recommended locating the tot lot within Hopkins Tancil.

Richard Freshwater, spoke in support of the application.

Julie Crenshaw raised concern of tree preservation.



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12/03/02



SUMMARY:

The applicant, Eakin/Youngentaub Associates Inc., is requesting approval of a development special use permit with site plan to redevelop two city blocks of existing public housing into 100 market-rate and 52 public housing units. The redevelopment of the existing public housing development, commonly referred to as "The Berg," includes the western two blocks of the existing four-block public housing located in Old Town North. Princess, Pitt, Pendleton and Royal streets surround the two blocks. The proposed development special use permit requires approval of an increase in F.A.R. from 1.50 to 1.83, a parking reduction for the public housing units from 2 spaces/unit to 1.8 spaces/unit (9 space reduction) and a request to allow lots without street frontage within the CRMU-X zone. The applicant also is requesting approval to provide less than the recommended 25% ground level open space which was a principle for redevelopment by a joint City-ARHA workgroup. The role of the workgroup and principles created are discussed in more detail below. The intent of the 25% ground level open space was to ensure open space compatible with adjoining development while also providing ground level open space for the market-rate and public housing residents. The applicant is proposing 21% ground level open space or 7,300 sq ft. less than recommended.

The site plan also requires approval of modifications to:

- vision clearance (lots 1,12, 44,56,57,68,100, and 112);
- front, yard setback (all lots);
- side yard setbacks (all lots);
- rear yard setbacks (all lots); and
- to increase impervious surface in the front, side and rear yards (all lots).

In conjunction with the development special use permit, the applicant also is requesting approval of a rezoning (REZ # 2002-003) of the site from RM-Residential-Medium to CRMU-X- Commercial Residential Mixed-Use Zone (Old Town North), and a Master Plan amendment of the Old Town North and Old Town sections (MPA#2002-004). The proposed rezoning and Master Plan amendment are discussed in more detail below.

Each block will consist of 50 market-rate, fee-simple townhomes and 26 "townhouse style" public housing units, resulting in 152 units (100 fee-simple townhomes and 52 multi-family public housing units) on both blocks. The 52 public housing units consist of 26 two-bedroom and 26 three-bedroom units proportionally distributed throughout the site. In addition, because the north block is located within the Old Town North Small Area Plan, the block is subject to the Old Town North Urban Design Guidelines and review by the Old Town North Urban Design Advisory Committee (UDAC). A requirement for prospective developers as part of redevelopment as recommended by the workgroup was that the southern block also is subject to the Old Town North Design Guidelines. The UDAC recommends approval of the project with conditions. Neither block is located within the Old and Historic District and is not subject to review by the Board of Architectural Review.

The applicant has worked with staff and the adjoining residents to resolve some concerns raised by the initial proposal. Staff's concerns about the project as initially proposed included:

- Building Articulation;
- Parking;
- Circulation;
- Fire Access;
- Internal Private Street;
- Tree Preservation;
- Streetscape/Pedestrian Environment;
- Amount, Quality and Location of Usable Open Space;
- Landscaping/Street Trees;
- Building Design/Materials; and-Combined Storm Sewer.

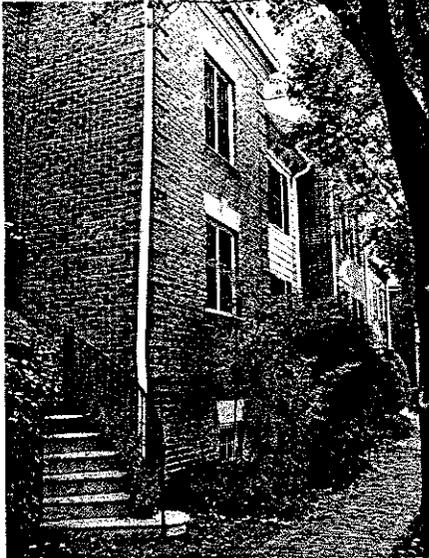
Revisions to the Site Plan:

The applicant has made changes to the site plan to address some of the staff concerns outlined above. The changes primarily relate to issues of the internal circulation and emergency access and other operational issues, such as refuse collection. However, other issues, such as building articulation, building materials, open space and tree preservation, have not been addressed adequately and comprise the remaining concerns of staff and neighboring residents.

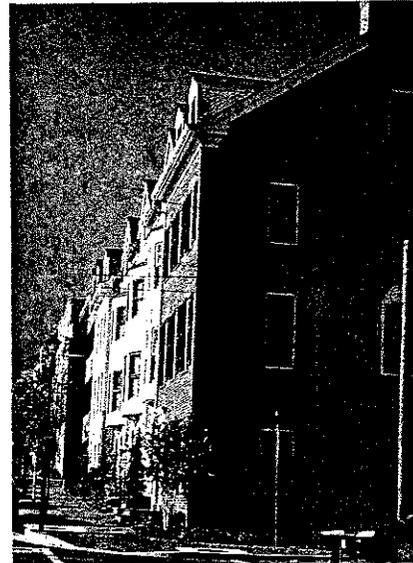
Building Articulation:

Old Town developed similar to cities, such as Philadelphia, where the townhouses are located close to the street. Historically the townhouses generally were constructed 3-4 units at a time by different builders, resulting in varying front setbacks and inadvertently creating building articulation (2-3 ft. differences between buildings) that creates variety and richness for the street while still maintaining an urban "streetwall." In addition, many of the streets in Old Town are punctuated by variations that provide some articulation and green within the hard-scape (i.e. a unit with a double lot will have a large side-yard, with trees; two or three units will be set back from the street, with small front gardens or porches; the rear yard of a corner unit will face the street that result from units being constructed randomly over time). The proposed buildings lack this building articulation for each block face and, therefore, represent an uninterrupted, monotonous wall of building facades for each block face.

Building Articulation Proposed By Staff



Building Articulation Proposed by the Applicant



As proposed, the buildings provide little building articulation (18") for only some of the units creating a somewhat relentless streetscape along all the public street frontages. The applicant has stated that they are opposed to providing the building articulation requested by staff. The staff recommending is that the applicant provide additional building articulation of 2-3 ft. for several of the units. This change would enable the buildings to provide additional building articulation while also being consistent with the intent of the Old Town North Urban Design Guidelines to have buildings oriented to the street while also providing building articulation. Additional building variation is necessary to create visual interest along the street and to reduce the perceived mass of the buildings.

Open Space:

The joint City-ARHA workgroup recommended a minimum of 25% ground level open space for future redevelopment of the blocks. The initial submission had more ground level open space than the 21% depicted on the current site plan submission. However, several of the areas, such as the emergency vehicle easements were incorrectly included in the open space calculations. In addition, the buildings had to be relocated to provide the required sidewalk widths, which also reduced the level of open space. The ground level open space that is provided is located within the two internal courtyards and is useable and consolidated, not remnant open space. In addition, many of the units provide roof-tops decks of approximately 100 sq.ft/unit that will provide useable private open space for the units.

Staff supports the proposed level of ground level open space contingent upon additional amenities to enhance the usability of the passive open space through the provision of additional landscaping, benches, special pavers, etc.

The other issue is the provision of active recreational equipment for the children in the public housing and market-rate units. The applicant has proposed children's "tot lot" play equipment within the internal courtyards. Staff is recommending that one of the "tot lots" be designed to accommodate the younger children (ages 1-4) and the other "tot lot" to accommodate the intermediate age groups (ages 5-8). The internal "tot lots" will need to be designed to be a safe, convenient useable space for the children of the public housing and market-rate units.

The approval of the open space modification should be contingent upon additional amenities and improvements for the internal courtyards and providing two "tot lots" within the internal courtyards.

Parking:

Through the conceptual review process, staff raised the issue that the public housing units did not have direct stair access to the partially below-grade parking structures and, therefore, residents would be more likely to use the more conveniently located street parking. To accommodate this concern, stairs were added to the parking structure, resulting in a loss of parking spaces. As a result, the applicant is requesting a nine-space parking reduction. The parking reduction would be only for the public housing units that are providing 1.8 sp./unit. Each of the market-rate townhouses is providing the required 2 sp./unit. The applicant also is requesting that the typically required 15% (46) visitor parking be accommodated on the adjoining public streets.

Based on the availability of visitor parking within the adjoining blocks as evidenced by the attached parking study prepared by Kimley-Horn dated November 7, 2002, which also indicates that the parking demand for other public housing facilities in the city is an average of .8 sp/unit, staff is recommending approval of the proposed parking reduction. In addition, based upon the parking study staff is recommending approval of the provision of visitor parking on the adjoining public streets. The reason the parking reduction is being requested is that stairs are being provided for the underground space to provide more convenient access to the parking space and, therefore, make the spaces more useable.

Although staff believes that the approximately 80 parking spaces provided on the public streets can accommodate the expected number of periodic visitors, staff is concerned that the residents adjoining the streets will find it more convenient to park on the streets rather than within the garages.

Therefore, staff is recommending that a condition of the parking reduction approval be that none of the market-rate or public housing residents of the development be eligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8-71. This condition is similar to that which was required for other developments such as the recently approved Braddock Lofts development (under construction).

High Quality Design and Materials:

Ensuring high quality architectural design and materials is essential to ensuring that the development will be compatible with the adjoining developments of Old Town. Staff recommends providing higher quality materials, such as brick and precast, and prohibiting materials, such as vinyl siding. This recommendation is consistent with other adjoining developments, such as Portners Landing, Bullfinch Square and Garretts Mill (under construction). Staff finds that this recommendation also is consistent with the intent of the Old Town North Urban Design Guidelines, to “create richness in architectural elements and details of individual structures.”



The level of detail and materials recommended by staff will not result in changes to the overall building footprint or size of the units, simply the exterior treatment of the buildings. In addition to being consistent with the adjoining developments, the high quality design and materials will also ensure that adjoining sites that could be redeveloped, such as the W.M.A.T.A. bus facility and the Health Department site, also will be developed in the same high quality manner as the existing neighborhood.

Tree Preservation:

There are numerous large trees located within each of the blocks that are both street trees and trees located within the existing internal courtyards. The trees range in size from 10" - 36" caliper. The applicant proposes to remove all of the trees and replace them with new street trees or internal landscaping, while retaining only one of the large (24" caliper) oak trees within the internal courtyard on the northern block.

Staff, and many of the adjoining residents believe it is desirable to preserve some of the existing tree coverage that is provided by the large trees. In general, the preservation of the trees and retention of the mature streetscapes where possible enhances the proposed open space and provides public benefit for the community.

Existing Trees



Ideally, all street trees would be preserved; however, because of the trees' location, species and health, and the grading necessary for construction, none of the external street trees can be retained without the loss of units.

As a remedial step to address the loss of the external street trees, staff recommends that the trees be replaced with larger size (4"-5" caliper) trees than are typically required to offset the loss of the larger caliper street trees that will not be preserved.

The other large trees on the site are located within the internal courtyard. Staff recommends that one of the internal courtyard trees on the northern block be preserved. To preserve the tree, the applicant will be required to construct a retaining wall that will be 1-5 ft below the grade of the adjoining sidewalks. Staff finds that the tree warrants preservation and with careful coordination of the construction process and additional tree preservation mechanisms, the tree will have a significant likelihood of survival.

The preservation and planting of trees as proposed by staff will enhance the existing streetscape significantly and improve the quality of the open space adjacent to the public streets.

Conclusion:

Staff recommends approval of the proposed development special use permit due to the desirable urban design and site plan elements, such as rear loaded detached garages, access from internal alleys, placing the overhead utilities underground and having buildings oriented toward the adjoining public streets. The proposal also will enable redevelopment of two city blocks – a key goal of the City, ARHA and the adjoining residents – at a significantly lower density than many of the previous development proposals for the site.

While the project does require several modifications to the Zoning Ordinance, most significantly the open space and parking modifications, staff supports the proposed modifications with the conditions outlined in the staff report. Both staff and UDAC believe the project complies with the intent of the Old Town North Urban Design Guidelines. The UDAC recommends conditional approval of the project.

The applicant has not yet agreed to many of the staff conditions that include:

- Building articulation;
- Preservation of the tree;
- Building materials;
- Stoop height;
- Tree irrigation and maintenance;
- Prohibiting market rate and public housing units from receiving residential parking permits;
- Parking management plan for construction workers;
- Special paving materials for the alleys;

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- Revising width of internal private streets entrances from 13 ft. to 15 ft. to accommodate solid waster vehicles;
- Relocating sanitary sewer lines;
- The amount requested by T&ES for the applicant to address adjoining water and sewer lines;
- Providing bicycle racks;
- Width of the proposed emergency vehicle easements(EVE); and
- Building requirements to minimize sound transmission between units.

The staff recommendation of approval is predicated upon addressing the site issues of building articulation, high quality building materials, tree preservation and open space through the conditions outlined within the report. These issues are necessary to enable the proposed development to fit into the fabric of the existing mature neighborhoods surrounding the subject properties.

STAFF RECOMMENDATION:

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

1. **CONDITION REVISED BY PLANNING COMMISSION:** The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
 - a. The units shall be refined to provide traditional design and materials more consistent with each architectural style that should include the following:
 - i. The roof form for the Victorian façades shall be revised to be more appropriate type for that style.
 - ii. In Victorian buildings in general, ground floor windows are the largest, and window sizes get progressively smaller on upper floors. On exterior walls of buildings in this style, transoms are typically over doors but not windows; this elevation appears to indicate ~~dormers~~ transoms over windows, revise the plans to address these issues.
 - iii. For the Colonial style facades, with the front entry raised above the grade, accessed by a brick stoop, the siding shall stop at the floor level, with a brick foundation wall below. The dormer windows shall be smaller than those on lower floors.
 - iv. For all of the units the width of shutters needs to equal half the width of the adjacent window.
 - v. The treatment of the rear elevations visible from the public streets shall be revised to provide more traditional window fenestration.
 - vi. Units J and A shall provide a window treatment on the first floor to provide an opaque screen that provides the appearance of habitable space to screen the parked cars to the satisfaction of the Director of P&Z.
 - b. The materials for the front of each unit shall be limited to masonry, precast concrete, cementitious or wood siding as generally depicted on the preliminary plans.
 - c. The rears of units that are visible from the public ~~street~~ or private streets (excluding the alleys) shall be masonry or cementitious or wood siding that shall be the same treatment as the front of the unit and treated architecturally with a level of detail consistent with the front elevations.
 - d. ~~The use of vinyl siding and other similar materials shall not be permitted.~~

- e. The units shall continue to provide varying roof materials such as composite shingles and metal roofs as depicted on the preliminary plans.
 - f. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets. Details on the screening methods shall be indicated on the final site plan.
 - g. The roof-top decks that will be visible from the alleys on Pendleton, Oronoco and Princess Streets shall include railing spacing no greater than 2.5" between railings to provide screening for the balconies.
 - h. Color elevations shall be submitted with the final site plan.
 - i. All refinements to the design and materials shall be revised prior to the release of the final site plan. (P&Z)(PC)
2. Architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line. (P&Z)
3. **CONDITION REVISED BY PLANNING COMMISSION:** No more than seventeen (17) stoops may exceed 3 ft. in height, no more than ten (10) stoops may exceed 4 ft. in height, no stoop may exceed 5 ft in height. The applicant shall work with staff to reduce the number of stoops that exceed 3 ft. in height and the materials (such as metal vs. brick) of the stoops to the satisfaction of the Director of P&Z. ~~The units with stoop heights greater than 2-3 ft. above the grade of the sidewalk shall be revised to provide internal stairs or other design alternatives to reduce the exterior stoop height. The stoops for all lots shall be no more than 2-3 ft. above the grade of the sidewalk and must be designed as an integral part of each unit.~~ (P&Z) (PC)
4. The vents for the underground parking shall be painted to match the color of the building and shall not exhaust onto the external or the internal sidewalks. (P&Z)
5. **CONDITION REVISED BY PLANNING COMMISSION:** Buildings # 5, 6, 13 and 18 shall provide a minimum of three feet building variation (articulation) from the adjoining townhomes adjacent to the public streets frontage frontages. Dimension lines shall be provided on the final site plan to ensure the three foot variations. (P&Z)(PC)

6. **CONDITION REVISED BY PLANNING COMMISSION:** The townhouse garages shall contain a minimum unobstructed dimension of 18 ft. x 18.5 ft. for each of the two spaces, excluding Unit J which may have two compact parking spaces. Each of the townhouse ~~garage~~ garages shall also provide a sufficient area for a city standard trash can. The partially below grade parking shall provide parking spaces and drive aisles that comply with the minimum dimension requirements of the Zoning Ordinance. The parking space and drive aisle dimensions shall not include the columns. Provide dimension lines of drive aisle widths on the final site plan. (P&Z)(PC)
7. **CONDITION REVISED BY PLANNING COMMISSION:** A maximum of two parking spaces may be assigned for each market rate unit within the partially below grade garage. The applicant and ARHA shall explore the possibility of replacing several ARHA spaces on the internal private streets with visitor spaces. (P&Z) (PC)
8. The applicant shall provide controlled access into the underground garage. The controlled access shall be designed to allow convenient access to the underground parking to the satisfaction of the Director of P&Z. (P&Z)
9. None of the market rate or public housing residents of the development shall be eligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8-71. (P&Z)
10. **CONDITION REVISED BY PLANNING COMMISSION:** The internal courtyards/common areas shall provide the level of detail and amenities depicted on the preliminary plan and at a minimum the courtyard shall also provide the following to the satisfaction of the Director of P&Z.
 - ~~a. Focal elements such as a sculpture within the courtyard to provide a focal element that is an appropriate scale for the space of the courtyard.~~
 - a. b. Amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping etc. shall be provided within the courtyard to encourage its use.
 - b. c. The wall adjacent to the internal courtyards streets shall be limited to a maximum height of ~~3.5 ft. tall~~ as shown on the approved development plan. In addition, the guardrail over the brick wall shall be 50% open. The walls for the internal courtyard shall be brick as generally represented in the preliminary plans.
 - c. d. Decorative metal gates shall be provided for the overland relief points for each block.

- d. e. Provide a detail of all walls and fences on the final site plan.
 - e. f. The applicant install a minimum of two recreational "tot lots" within the two interior courtyards for the use of the market rate and public housing residents. One of the "tot lots" shall be designed for the 1-4 year old age group, the second "tot lot" shall be designed for the 5-8 year old age group. The "tot lots" shall include all the necessary equipments equipment and materials and other items such as fencing or landscaping as deemed necessary by the Department of Parks & Recreation, Planning and Zoning and ARHA. The maintenance for the on-site recreational equipment shall be the responsibility of the Homeowners Association. All equipment and other improvements shall be installed prior to the release of the last certificate of occupancy permit for each block.
 - f. g. The material for the internal private street within each block shall be entirely decorative pavers. (P&Z)(PC)
11. A minimum 6 ft. wide unobstructed (excluding tree wells, stoops. etc.) brick sidewalks shall be provided along each public street frontage as recommended by the Old Town North Urban Design Guidelines. The sidewalks shall maintain a minimum width of 14-15 ft. (4 ft. tree well, 6 ft. unobstructed sidewalk, 4-5 ft. stoop or stairs) and/or a planting area (foundation plantings) adjacent to each unit. (P&Z)
 12. The sidewalks on Princess, Oronoco and Pendleton Streets shall continue over the proposed alley curb cuts to provide an uninterrupted brick sidewalk. In addition, the sidewalks on Royal and Pitt Street shall continue over the proposed curb cut for the internal private street to provide an uninterrupted brick sidewalk. (P&Z)
 13. The surface for the alleys that are visible from the public right-of-ways shall be stamped and colored bomanite concrete or brick pavers to the satisfaction of the Director of P&Z to reduce the perceived expanse of pavement of the alley. (P&Z)
 14. The street light detail shall be the Virginia Power colonial light fixture for all public and private streets for the development to the satisfaction of the Director of T&ES. (P&Z)

15. **CONDITION REVISED BY PLANNING COMMISSION:** A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RC&PA. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
- a. All street trees shall be planted in a continuous planting trough with aeration, drainage and irrigation systems. The trough shall be large enough to provide sufficient arable soil volume to support adequate moisture for the tree. A planting trough for a single tree shall contain a minimum of 300 cubic feet of soil. Troughs shall be a minimum of thirty inches deep and six feet wide from the face of curb.
 - b. An irrigation system shall be provided for the tree troughs.
 - c. The street trees shall be a minimum of 4"-5" caliper at the time of planting.
 - d. The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets through bond release. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.
 - e. The tree wells shall be a minimum dimension of 4 ft. x 6 ft. as generally depicted on the preliminary plan.
 - f. The tree wells shall include City standard decorative tree grates.
 - g. The trees for the internal courtyards shall be a minimum of 5"-6" caliper at the time of planting.
 - ~~g. The undisturbed tree preservation area for the 24" caliper oak tree to be preserved shall be increased to 30 ft. x 40 ft. No construction, grading, filling or utilities shall be occur within this area.~~
 - ~~h. The tree preservation methods shall be prepared by a certified arborist or other horticultural professional with a demonstrated expertise in tree preservation in urban areas. The tree preservation plan shall be submitted with the submission of the final site plan. The applicant shall perform all necessary enhancements for the street trees such as watering/fertilizer, etc., that are required by the tree preservation plan prior to construction/grading of the site.~~

- i. ~~All proposed tree protection details shall be depicted on the final site plan and shall be installed prior to any site or utility work and maintained throughout the construction process. The tree preservation methods shall be installed and inspected by the City Arborist prior to any construction, demolition, grading or utility work for the site.~~
 - j. ~~The landscape bond shall be retained for a minimum of 48 months from the date of the last certificate of occupancy permit to ensure that the proposed 24" caliper Oak tree to be saved has survived the construction process. At the end of the 48 month period, the applicant shall remove and replace the tree and replace with a 8"-10" caliper tree and perform all necessary grading if determined necessary by the Directors of P&Z and PC&PA. The amount of the landscape bond shall be determined by the City Arborist.~~
 - k. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - l. The location of all light poles shall be coordinated with the street trees.
 - m. As private trees mature they are to be limbed up by the HOA to a minimum 6 feet. Trees are not to be planted under or near light poles.
 - n. The maximum height for the shrubs is 36 inches.
 - o. All landscaping shall be maintained by the HOA in good condition and replaced as needed.
 - p. All plant materials and specifications shall be in accordance with the current and most up to date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C. (P&Z)(Police)(PC)
16. **CONDITION REVISED BY PLANNING COMMISSION:** The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the first final site plan for the project. At a minimum, the plan shall include the following:
- a. Phasing for each block and each required public improvement (streets, traffic signals, sidewalks, etc.).
 - b. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.

- c. A plan for temporary pedestrian and vehicular circulation during construction.
 - d. A parking plan for construction workers will be prepared that provides on-site parking for workers. Only after best efforts are made to provide sufficient parking on-site for the construction workers to the satisfaction of the Director of P&Z, will construction workers be allowed to park along the curbs abutting the development site. The developer shall secure off-street locations for all construction workers to park without charge and shall provide transit subsidies to workers for utilizing transit, van pools, or another method of providing for construction workers to arrive at the site. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected.
 - e. Provisions in the event construction is suspended for 6 months or more for:
 - 1. temporary streetscape improvements
 - 2. removal of debris
 - 3. screening and barrier protection of construction areas and interim open space improvements.
 - f. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z)(PC)
17. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)
18. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)

19. **CONDITION REVISED BY PLANNING COMMISSION:** All existing and proposed utility poles and overhead electrical/telephone lines for both blocks shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. All transformers shall be located adjacent to the internal alleys as depicted on the preliminary plans or as approved by the Director of P&Z and T&ES. (P&Z)(PC)
20. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future market rate homeowners and public housing residents the requirements of this development special use permit, including the restrictions listed below. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
- a. Individual townhouse garages and spaces within the partially below grade parking garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.
 - b. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alley. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
 - c. Market rate and public housing residents of this development are not eligible for any on-street permit parking permits.
 - d. No decks shall be permitted, except the rooftop decks shown on the approved site plan.
 - e. Exterior changes or additions to units shall not be permitted without approval of City Council or the Director of Planning and Zoning, as determined by the Director.
 - f. No balconies, bay windows, or any other improvements shall be allowed to encroach into the space above an emergency vehicle easement.
 - g. All landscaping and screening shown on the final hardscape plan shall be maintained in good condition and may not be reduced without approval of City Council or the Director of Planning and Zoning, as determined by the Director.

- h. The Homeowners Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the internal public access easement including the streets and sidewalks will be for general public use and the potential liability for the easement. (P&Z)
21. A perpetual public access easement and vehicle ingress/egress easement shall be recorded by the applicant for the entire portion of the internal private street and adjoining sidewalks depicted as "Parcel B" and "Parcel E" of the preliminary plan. The easement shall provide public vehicular and pedestrian access. A plat showing the easement and all required documentation shall be submitted to the City Attorney with the final site plan submission. The easement shall approved by the City Attorney and recorded among the land records prior to the release of the final site plan to the satisfaction of the City Attorney. (P&Z)
22. A perpetual parking easement shall be provided for lot 13, lot 55, lot 69 and lot 111 as depicted on the preliminary subdivision plan to enable perpetual parking rights for the adjoining market rate units. The easement language shall be depicted on the approved subdivision and approved by the City Attorney prior to the release of a building permit. A parking management plan shall be submitted by the applicant at the time of submission to ensure the proper designation of parking spaces between the market rate and public housing units at the time of submission of the final site plan to the satisfaction of the Director of P&Z. (P&Z)
23. Freestanding subdivision or development sign(s) that differentiates the proposed development from the existing neighborhood shall be prohibited. (P&Z)
24. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
25. A plat of consolidation and final subdivision plan shall be consistent with the final site plan, and shall be approved and recorded prior to the release of the final site plan. The subdivision plan and all easements shall be submitted as part of the final site plan submission. (P&Z)
26. **CONDITION REVISED BY PLANNING COMMISSION:** The applicant shall attempt to secure mail delivery to individual homes from the USPS. If such delivery cannot be secured, a single two ganged mailboxes per block mailbox shall be permitted within the development located within the alley to the satisfaction of the Director of P&Z. (P&Z)(PC)

27. The applicant shall be allowed to make minor adjustments to the building locations if the changes do not result in the loss of parking, open space, or an increase in the building height or building footprint. (P&Z)
28. General Note # 13 on sheet C-4 that states "all site plans are subject to revisions by the developer" shall be eliminated. All changes to the site plan where will require a minor or major site plan amendment as defined by the Zoning Ordinance. (P&Z)
29. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
30. Submit a building location survey to the Planning and Zoning staff prior to applying for a certificate of occupancy permit for each unit. (P&Z)
31. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. A separate sales trailer will require approval of a special use permit approved by City Council. (P&Z)
32. Temporary structures for sales personnel, as well as sales/marketing signs, shall be permitted, with the size and site design for such temporary structures, including signs, subject to approval by the Director of Planning and Zoning. (P&Z)
33. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)
34. All utility structures (except fire hydrants) shall be located out of view of public property and rights-of-ways and shall be screened to the satisfaction of the Director of Planning and Zoning. (P&Z)

35. To provide an historical record of the existing buildings, the applicant shall submit large scale 4" x 5" negative black and white record photographs to Historic American Building Survey Standards of the facades of the buildings of Samuel Madden within each block. Two sets of these photographs together with the one set of negatives shall be deposited at both the Special Collections, Alexandria Library as well as the Alexandria Archives and Record Center prior to the issuance of a building permit; physical design detail elements to be determined at the discretion of the Director of the Lyceum are to be removed and deposited in the collections of the Lyceum in consultation with staff of the Department of Planning & Zoning; preparation of a history of the buildings and its occupation shall be prepared by an historian meeting the Secretary of the Interior's qualifications and approved by Planning & Zoning staff prior to the issuance of a building permit. (P&Z)
36. The proposed street trees adjacent to the public street, internal private streets and alley intersections shall be setback and additional 5 ft. from the intersections and be limbed up to the satisfaction of the Director of T&ES, the Director of P&Z, and the City Arborist to ensure adequate visibility. The relocated tree and the adjoining tree will be spaced approximately 25 ft. on-center. The remaining street trees will continue to be 30 ft. on-center as depicted on the preliminary landscape plan. The number, species and type of street trees depicted on the preliminary landscape plan shall continue to be provided on the final landscape plan. (P&Z)
37. Developer to comply with the peak flow requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
38. Solid waste services shall be provided by the City. In order for the city to provide solid waste service, the following conditions must be met. The development must meet all the minimum street standards. The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the city or provide containers that are compatible with city collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
39. **CONDITION REVISED BY PLANNING COMMISSION:** All refuse/recycling must be placed at the City right-of-way or at locations within the alley entrance throats approved by the Director of T&ES. Refuse collection shall be permitted from the public streets provided that refuse is not stored adjacent to or visible from the street prior to collection. (P&Z)(T&ES)

40. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (P&Z)
41. **CONDITION REVISED BY PLANNING COMMISSION:** The applicant shall modify the concrete "bump-outs" within the proposed alleys to ~~facilitate 24'~~ maximize turning movements into the townhouse garages, to the satisfaction of the Director of T&ES. (T&ES)(PC)
42. **CONDITION REVISED BY PLANNING COMMISSION:** The internal private street entrances shall be ~~15'-14'~~ wide and provide 25' turning radius for solid-waste trucks. The internal portion of the streets can continue to be 13 ft. as depicted in the preliminary site plan. (T&ES)(P&Z)(PC)
43. The applicant shall provide two (2) stamped asphalt pedestrian crossings, one at N. Royal Street and Pendleton Street and one at N. Royal Street. and Princess Street., or the applicant shall provide \$8,000 for T&ES to install pedestrian crossings. The amount shall be paid prior to the release of the final site. (T&ES)
44. Remove and relocate all sanitary sewers from private alleys to public and private streets, and show on plans the sanitary sewer laterals. (T&ES)
45. Provide a separate sanitary sewer lateral for each unit. (T&ES)
46. The applicant is advised that all storm water designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
47. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
48. Plan must demonstrate to the satisfaction of Director of T&ES that adequate storm water outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)

49. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
50. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
51. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
52. Provide sixteen (16) city standard street cans, to the satisfaction of the Director of T&ES. (T&ES)
53. **CONDITION REVISED BY PLANNING COMMISSION:** A new sanitary sewer main shall be constructed resulting in the separation of the sanitary sewer and discharge of sewage into the Potomac Interceptor. At a minimum the main shall be designed and constructed in conformance with the following: (1) the sanitary sewer main shall be a gravity sewer, and (2) the sanitary sewer shall accept all the sewage flows from the proposed development and from the separated sanitary sewers currently discharging into the combined sewer at the intersection of Royal Street and Princess Street. The final size and alignment shall be approved by the Director of Transportation and Environmental Services. Preliminary analysis estimates the size of the sewer to be 12-inch. Cost for construction can be applied against sewer tap fees (estimated \$420,000). If the cost is greater than the tap fee the remainder can be applied against the requirements for the City's Chesapeake Bay Program. Cost for Chesapeake Bay program will be figured by estimating total BMP treatment cost for project (estimated \$435,000). The estimate for total BMP treatment cost may be reduced if the applicant demonstrates to the satisfaction of the Director of T&ES that on-site BMP treatment meeting the water quality treatment requirements would be less than \$435,000. The Monies not encumbered in the construction of the sewer main will be paid into the City's Environmental Restoration Fund. By completion of this requirement applicant will comply with the City's Chesapeake Bay Program. (T&ES)(PC)
54. Due to the historic uses at the site and the potential for contamination, the applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)

55. The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
 - d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment. Submit 5 copies of each of the above. The remediation plan must be included in the Final Site Plan. (T&ES)
56. Due to the close proximity of the site to airport traffic the following conditions shall be included:
- a. The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD)
 - b. Identify options to minimize noise exposure to future residents at the site, including special construction methods to reduce noise transmission, i.e.:
 1. Triple-pane glazing for windows
 2. Additional wall and roofing insulation.
 3. Installation of resilient channels between the interior gypsum board leaf and the wall studs.
 4. Others as identified by the applicant.
 5. If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Directors of Planning & Zoning and T&ES. (T&ES) (P&Z)

57. Submit a Health and Safety Plan (HASP) indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood and the environment. Submit 5 copies for review, and include approved HASP in final site plan. (T&ES)
58. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. (T&ES)
59. The stormwater collection system is part of the Potomac River watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director T&ES. (T&ES)
60. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
61. A "Certified Responsible Land Disturber" must be named on the erosion and sediment control plan prior to release of the final site plan in accordance with Virginia Erosion Control Law. (T&ES)
62. If fireplaces are to be included 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)
63. Developer shall install bicycle racks for the development per the following criteria: one (1) space per 10 residential units and one (1) visitor space per 50 residential units, or portion thereof to the satisfaction of the Director of T&ES. (T&ES)
64. **CONDITION REVISED BY PLANNING COMMISSION:** An emergency vehicle easement conforming to standards for emergency vehicle easements of ~~22 ft.~~ 18 ft. shall be provided in the following locations: 1) Running from North Royal to North Pitt Street between Proposed Buildings 3 & 6, and Proposed Buildings 5 & 8. 2) Running from North Royal to North Pitt Street between Proposed Buildings 13 & 16, and Proposed Buildings 15 & 18. (Code Enf)
65. An automatic sprinkler system shall be provided for this project. (Code Enf)

66. **CONDITION REVISED BY PLANNING COMMISSION:** The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connections (FDC) to each building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on-site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on-site; e) emergency vehicle easements (EVE) with an eighteen ~~twenty-two~~ (18-22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (Code Enf) (PC)
67. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code Enf)
68. **CONDITION REVISED BY PLANNING COMMISSION:** ~~Based on a history of sound transmission complaints,~~ Walls and floors that separate dwelling units shall have an STC and/or ITC rating of at least 60. (Code Enf) (PC)

Special use permits and modifications requested by the applicant and recommended by staff:

1. Increase F.A.R. from 1.5 to 1.83
2. Allow lots without street frontage.
3. Parking reduction for the public housing units.

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

BACKGROUND (Prior to the Selection of Eakin/Youngentaub) :

Unlike most development special use permits that typically have a history of several months prior to the scheduled hearings to enable the applicant to work with staff and the community to resolve issues prior to the public hearing; the discussions regarding redevelopment of the two blocks began almost fifteen years ago. The potential redevelopment began with community discussions in 1989, culminating in an announcement in 1993 to redevelop the two blocks with market rate units and public housing units to "create a new community of public and private housing." The blocks that are to be redeveloped consist of 100 public housing units within 16, 2-story brick buildings that were originally constructed as military housing in 1942 and were later converted to public housing. The property is owned and operated by the Alexandria Redevelopment and Housing Authority (ARHA).

Subsequently there were meetings with City Council and ARHA and the hiring of a consultant to prepare a feasibility of redevelopment of the two blocks. The feasibility report included a 210 unit plan to be constructed on the two blocks including 52 public housing units. The other 48 units were contemplated to be relocated to other parts of the City.

In 1996, ARHA issued an RFP to solicit proposals from private development firms. Prior to the RFP issuance process, as well as afterwards, the issue of the tenants "right-of-first-refusal" to purchase the property under federal regulations was raised, in addition to the issue of which tenants had the right of first refusal. Subsequently, in March 1997, the City-wide tenants group, the Alexandria Residents Council(ARC), filed a complaint in federal court stating that it was the group that was entitled to be recognized.

Litigation on the right of first refusal and other issues continued for over three years, with ARC being recognized by the federal court as the tenants entity. In late 1999, the U.S. District Court of Eastern Virginia required ARHA to negotiate with ARC and the developer that ARC had decided to partner with (Telesis, Inc.) ARC-Telesis proposed a 180 unit development, then subsequently a 177 unit development.

During this litigation period, ARHA had selected the "North Village" proposal as the top submission of the proposals it received in response to the RFP. However ARHA could not begin negotiating with North Village due to the federal court litigation. From late 1999 until mid 2000, ARHA unsuccessfully sought to reach a redevelopment agreement with the ARC-Telesis, Inc. team. This included meeting with the City to discuss density and other land issues. In the summer of 2000, the federal district court's decision mandating that ARHA negotiate and sign an agreement with the ARC-Telesis, Inc. team was overturned by the U.S. Fourth Court of Appeals(later affirmed in the fall of 2000 by a U.S. Supreme Court decision not to hear the case). As a result, in the fall of 2000, ARHA began negotiations with the North Village development team.

Over a seven-month period, ARHA and Madison Homes started to negotiate an entire array of real estate issues, including the financial terms and conditions of the redevelopment by Madison Homes and the terms of the sale of the 52 on-site public housing units to ARHA. ARHA and Madison Homes also met with City staff a number of times to discuss the City's density and land use concerns over the Madison Homes 198 unit proposal. On March 27, 2001, Madison Homes wrote to ARHA that it was withdrawing from further negotiations.

In April 2001, a joint City-ARHA work group was created to address the new course of action for the Samuel Madden redevelopment process and to help facilitate the redevelopment process. Over the past few months, the workgroup has addressed a number of issues including density, the number of on-site public housing units, parking, open space, off-site locations, finances and redevelopment processes. The work group formally adopted principles that were part of the RFQ that are:

1. Project to contain no more than 170 residential units on-site. This density would require a rezoning to a zoning category which would allow this density.
2. Preference to be given to proposals that provide greater density on the north block.
3. 52 public housing units to be located on-site with 26 of the units to be two-bedroom and 26 of the units to be three-bedroom
4. On-site public housing to be proportionally distributed throughout the site, including by type and location.
5. Minimum size of public housing units to be 1,000 sq.ft. for a two-bedroom unit and 1,250 sq.ft. for a three-bedroom unit.
6. Adherence to applicable City parking requirements and standards.
7. On-site parking to be allocated equally between market rate and public housing units.
8. Adherence to City open space requirements. 25% ground level open space or the requirement within the future zone, whichever is greater.
9. Adherence to Old Town North Urban Design Guidelines for both blocks.

Background of the Current Proposal:

Based on these principles, Eakin/Youngentaub was selected as the developer, who began discussions with staff in August 2002. Since then, several meetings also have taken place with staff and adjoining residents, the joint City-ARHA and a worksession with the Planning Commission. Overall both staff and the residents conditionally support the proposal, noting especially the density reduction as compared to previous site development proposals.

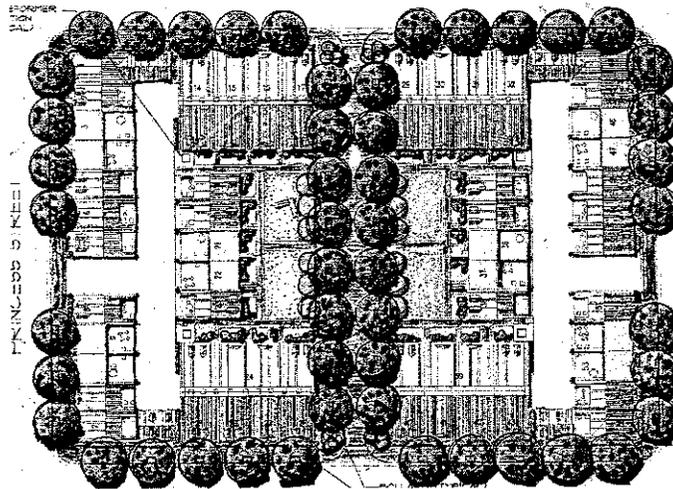
The applicant is requesting approval of a development site plan and modifications to construct 100 market-rate, fee-simple townhomes and 52 "townhouse style" multi-family public housing units. As previously discussed, the site currently contains 16 two-story brick buildings with 100 public housing units. As part of the anticipated redevelopment of the block, the families within the existing

public housing units have been relocated and the existing units are vacant. Once the redevelopment has occurred, ARHA will decide which of the previous families will be relocated back to the two blocks. Demolition of the existing buildings on the two blocks is expected to occur in January 2003.

Project Description:

The site consists of 181,116 sq. ft. (4.16 acres) and occupies two City blocks bounded by Pitt Street to the west, Pendleton Street to the north, Royal Street to the east and Princess Street to the south. The blocks are surrounded by primarily residential uses and several institutional/commercial uses. Located west across Pitt Street are the Bullfinch Square townhomes, a Chinese restaurant, Health Department parking lot and Garretts Mill townhomes (under construction). To the north across Pendleton Street is the W.M.A.T.A. bus facility, which occupies the entire block north of the site. The eastern two blocks across Royal Street are occupied by Tancil Hopkins. To the south across Princess Street are residential townhomes and the Royal Market.

A significant difference in grade occurs on the site, there is approximately 8 feet of change in topography from the western portion of the site (Pitt Street) to the eastern portion of the site (Royal Street). Therefore, a significant amount of grading and filling will be needed on the site to accommodate the proposed development. The proposed development also would eliminate numerous large trees, ranging in size from 8" to 36" caliper.



The proposed plan utilizes continuous rows of townhouse or multi-family units to reinforce the existing public streets as recommended by the Old Town North Urban Design Guidelines. The remainder of the units are oriented toward an internal open space courtyard and proposed private street for the internal portion of the site as generally depicted below.

The proposed development features three types of housing: fee-simple townhouses, one-level flats, and the two-level "stacked" multi-family units, which appear as townhomes from the exterior. The public housing units will include the one-level flats and stacked units within the larger 10 unit buildings, and four of the townhouses.

Townhouses:

The 100 market-rate townhomes are located on the external portion of the blocks, with several of the units facing the internal courtyards as well. The townhomes generally are located in groupings of 5 to 7 units in a row. The units will be two to four stories tall (33 ft to 40 ft), depending on the site's grade. The height difference is due primarily to the change in the site's topography. The scale and mass of the proposed townhomes are similar to the scale and mass of many of the adjoining townhomes. However, the proposed units will be considerably larger and taller than the existing townhomes on the site. The difference in the height will be most noticeable on Royal Street where the buildings will be adjacent to the 25-30 ft. tall Hopkins and Tancil public housing units. All of the units will have front door entrances on the adjoining streets or open space. Most of the units will be accessed at or slightly above grade (one or two step walk-up), while other units have taller stoop heights. As a condition of approval, staff is recommending that the stoop height be no more than 2-3 ft. Units located along the public street frontages will have a 3-4 ft. landscape area between the units and the adjoining public sidewalks. The units that are oriented toward the internal courtyard will have private front yards that are approximately 10 ft. deep.

The rear alley enables "rear loaded" garages for each of the townhouse units that provide two parking spaces per unit. The parking for the public housing units that are within townhomes are located within the adjacent parking structure. Several of the townhomes (64 units) will have an upper level terrace containing approximately 100 sq.ft. of space for each unit. The units do not have private ground level open space other than the planting strip in front of each unit or the private front yards for the units oriented toward the internal courtyards.

10-Unit Plex Buildings (Market-rate and Public Housing Units):

The development proposal includes eight 10-unit plex buildings, four on each block. Half of the buildings will be public housing, combining first floor flats and "stacked" multi-family units on the upper two floors. The other half of the buildings will be "back-to-back" market-rate, fee-simple townhouses on individual lots. The market-rate and public housing units will share a partially

underground parking garage. The market-rate townhomes have two parking spaces within the underground garage. Several of the ARHA units also will have parking spaces in the underground garage. The remainder of the ARHA parking spaces (11 spaces) for each block are located on the internal private streets. The ARHA units are requesting a parking reduction of 9 spaces as discussed in more detail below the access to the partially below grade parking will be from an internal alley.

One of the issues raised by the partially below grade parking garages is that due to the change in topography on each block, a portion of the parking garages will be above the height of the adjoining sidewalks. To address the issue of not having a parking garage adjacent to the public streets, the applicant is proposing a treated and conditioned space that will appear as a hallway from the street. Staff is also recommending applying a similar treatment to Unit "A" and Unit "J" to screening the parking from the street.

The building design is an innovative solution to meet the needs of ARHA and fee-simple units while also being integrated with the townhomes and appearing as smaller scale townhouse bay widths from the exterior.

Zoning:

The property is zoned RM-Residential. The applicant is requesting approval to rezone both blocks from RM-Residential to CRMU-X, Commercial Residential Mixed Use Zone (Old Town North) and an accompanying Master Plan Amendment. The zoning characteristics of the proposed development are summarized in the table below:

| SAMUEL MADDEN HOMES- ON-SITE | |
|-------------------------------------|---|
| Property Address: | 409 North Pitt Street |
| Total Site Area: | 181,116 sq.ft. (4.158 ac.) |
| Zone: | RM-Residential Medium (Current zone) CRMU-X (Proposed Zone) |
| Current Use: | Residential - Public Housing |
| Proposed Use: | Residential - Market Rate and Public Housing |

| | <u>R-M (Current Zone)</u> | <u>CRMU-X (Proposed Zone)</u> | <u>Proposed</u> |
|---|-----------------------------------|-------------------------------|--|
| F.A.R. | 1.50 | 1.5 to 2.5 w/SUP | 1.83 |
| Yards (RM) | | | |
| Front | front lot line. | | |
| Side | 1:1 min 5 ft * | | |
| Rear | 1:2 min 16 ft. | | |
| Yards (CRMU-X) | | | |
| Front | front lot line. | | 1.21- 1.99 ft (modification requested) |
| Side | 1:3 min 8 ft.* | | 0- 2.95 ft. (modification requested) |
| Rear | 1:2 min 16 ft. | | 0 - 11 ft. **** (modification requested) |
| Height | 35-45 ft. | 45-50 ft. | 33 - 42 ft. |
| Open Space | 35% | 25% ** | 21 % |
| Parking | Townhouses (2 sp/unit) | | Garage(TH) = 136 |
| | 100 x 2 = | 200 sp | Garage(MF) = 136 |
| | Multi-family | | <u>Surface (Private Street) =22</u> |
| | 26 2 bedroom x 1.75 = | 45.5 sp | 294 sp. |
| | 26 3-bedroom x 2.2 = | <u>57.2</u> sp | |
| | | 103 sp. | |
| | <u>303 x 15% visitor spaces =</u> | <u>46 sp</u> | |
| | Total Rqd | 349 sp | Total Provided 249 sp. *** |
| | | | (9 sp Parking Reduction Requested) |
| * Interior end-lots | | | |
| ** A portion of the open space may be provided on roof-tops or similar amenities Open space is only required for the multi-family uses. | | | |
| *** Visitor Parking to be provided on public streets based upon the parking study submitted by the applicant. | | | |
| **** A portion of the alley may be permitted to be included within the required setback as permitted by the Zoning Ordinance. | | | |

The site plan also requires approval of modifications to:

- vision clearance (lots 1,12, 44,56,57,68,100, and 112);
- front, yard setback (all lots);
- side yard setbacks (all lots);
- rear yard setbacks (all lots); and
- increase impervious surface in the front, side and rear yards (all lots).

Old Town North Urban Design Advisory Board:

The Old Town North Small Area Plan chapter of the 1992 Master Plan also established an Urban Overlay District in Old Town North area, which imposes additional regulations for development within Old Town North aimed at achieving a “desirable, active urban environment.” A requirement of the Urban Overlay District is reviewed by the Old Town North Urban Design Advisory Committee (UDAC). It is the goal of the UDAC, through ensuring compliance with the Old Town North Urban Design Guidelines, to approve projects which: (1) foster a sense of place, arrival and community; (2) orient buildings to the street; (3) create an attractive pedestrian environment; and (4) encourage compatible development.

Although only one of the blocks is within the jurisdiction of the Board, the joint City-ARHA workgroup mandated that both blocks be subject to the Old Town Urban Design Guidelines and review by the Urban Design Advisory Board, which is intended to provide additional guidance for the Planning Commission and City Council. The UDAC has stated its conditional support of the proposed project.

Rezoning and Master Plan Amendment:

The applicant, Eakin/Youngentaub, is requesting approval of an amendment to the Old Town North and Old Town small area section of the Master Plan and a rezoning to change the zoning designation of the subject property from RM -Residential Medium to CRMU-X, Commercial Residential Mixed Use (Old Town North) zone. The property occupies two city blocks and is bounded by Pitt, Pendleton, Royal and Princess streets.

The Master Plan is the primary guide for the future development of the City. Since its original adoption in 1992, the plan has been updated and periodically amended to more clearly reflect the intended use for a particular area. The Plan may be amended either as part of a long-term planning process for a designated area or as a result of an individual request for a specific change.

The proposed development does comply with the height limits of the current RM zone and Master Plan; therefore, the applicant is not requesting a change to the permitted heights within the existing Master Plan of 45 ft. for the north block and 50 ft. for the south block. The proposed buildings range in height from 33 ft. to 42 ft.

The table below provides a comparison of the existing RM zone and the proposed CRMU-X zone and provides a summary of project characteristics.

Table No.1

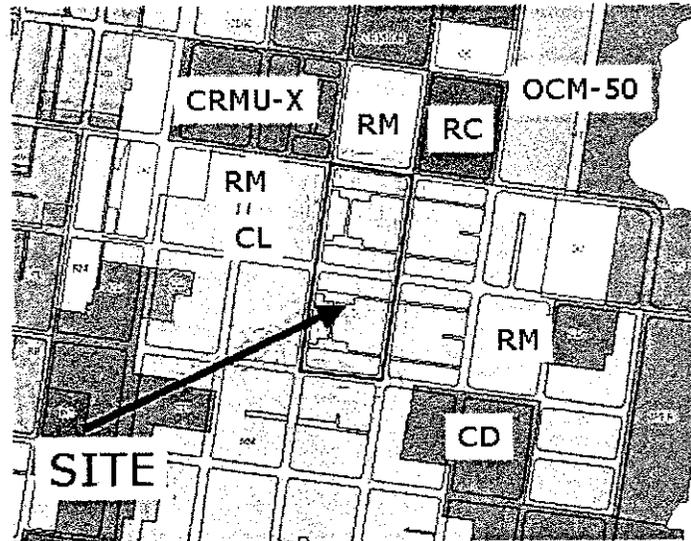
Comparison of Proposed Development With Existing and Proposed Zoning

| | CRMU-X | Proposed Development | RM |
|-----------------------------------|-------------------------|-------------------------------|-----------|
| Minimum FAR | 1.5 2.5 w/SUP | 1.83 | 1.50 |
| Maximum Height | 45- 50 ft. ¹ | 33- 42 ft. | 35-45 ft. |
| Maximum Number of Units (Density) | NA | 152 | 30 du/ac |
| Minimum Open Space | 25% | 21% ground level ² | 35% |

¹The maximum height for the CRMU-X zone is designated in the small area plan.

² In addition, the applicant also proposes to provide 9,346 sq ft private roof-top open space.

The 1.83 F.A.R. proposed by the applicant is considerably less F.A.R. than the previous development proposals for the site. The F.A.R. permits an additional 59,768 sq.ft. and enables approximately 20 additional units more than the current zoning would permit. As previously stated, the height of the proposed buildings is within the current RM zone. The existing RM zoning of the property is similar to the majority of the surrounding properties, with the exception of the Portners Landing condominium and townhouse block that is zoned CRMU-X as generally depicted below.



The surrounding residential communities primarily are zoned RM and have been developed as townhomes with densities of approximately 120-130 dwellings units/block. The adjoining zones also include RC- High Density Apartment zone on the northeastern portion of the site, small pockets of CL-Commercial Low on the western portion of the site and larger areas of CD-Commercial Downtown on the southern portion of the site.

Within the Master Plan there are areas that are designated as major redevelopment sites, such as the W.M.A.T.A bus facility and the former Red Cross site (now Portners Landing) that has redeveloped since the 1992 Master Plan. Clearly the beginnings of discussions and actions to redevelop these two blocks began in the early 1990's after the formal adoption of the Master Plan. Staff believes that had the Master Plan been adopted several years later, these two blocks would have been categorized as a major redevelopment site. Several of the anticipated redevelopment sites within the Master Plan were zoned CRMU zones, including the Portners Landing site, which is located on the northwestern portion of the site diagonally across Pitt and Pendleton streets. The intent of the proposed CRMU-X zone "to promote redevelopment while maintaining a substantial amount of residential uses" is consistent with the redevelopment of these two blocks, which has been in the planning processes for approximately 10 years.

The rezoning is consistent with the goal of the Old Town North plan to reinforce the residential core of the existing adjoining developments of this portion of the City and to "foster expansion of the Old Town residential community and pull the two neighborhoods together with compatible development" and the Old Town North Urban Design Guidelines. In addition, staff believes this project generally is well designed and will bring significant public benefit to the City, and in many ways will establish a positive model for possible future redevelopment of parcels, such as the W.M.A.T.A. bus facility.

For all of these reasons, staff is recommending approval of the Master Plan amendments and rezoning of both blocks from RM-Residential Medium to CRMU-X-Commercial Residential Mixed Use zone.

Rezoning of the parcel does establish the possibility that parcels such as the W.M.A.T.A. bus facility and adjoining parcels could potentially request a comparable rezoning and an associated increased density. The most likely parcel for a potential rezoning request would be the W.M.A.T.A. bus facility that is currently zoned RM and would be surrounded by CRMU-X on the west and south, CRMU-H on the north and RC on the south and CRMU-X on the south if the rezoning is approved.

However, any potential rezoning and associated development special use permit will need to be reviewed based on consistency with the character of the existing neighborhood and the overall intent of the of the Master Plan, as in the case of the subject application.

As previously noted, staff is supporting this rezoning because the proposed project will bring significant benefit to the City and the adjoining neighborhoods, while also providing upgraded public housing units for the City. In addition, the rezoning is less density than is permitted within the zone and the rezoning is proffered upon the site plan. More specifically, the project provides:

1. Redevelopment of two city blocks that have remained vacant for some time with buildings in various states of disrepair ;
2. A high quality of architectural design in an urban form that reinforces the intent of the Old Town North and Old Town sections of the Master Plan to reinforce existing residential neighborhoods;
3. Consistency with the Old Town North future redevelopment, including the provision of underground parking and access for parking from internal alleys;
4. An enhanced streetscape along the public street frontages, including wider brick sidewalks, street trees and underground utilities; and
5. Fifty-two public housing replacements units (34% of the total units).

Staff recommends approval of the proposed Master Plan amendment of the Old Town North and Old Town sections of the Master Plan and the proposed rezoning of both blocks from RM-Residential Medium to CRMU-X-Commercial Residential Mixed Use.

STAFF ANALYSIS OF THE PROPOSED SITE PLAN:

Staff supports the proposed development special use permit and site plan with conditions. The site represents a tremendous opportunity and challenge to redevelop two entire City blocks (4.16 acres) within the traditional street grid of Old Town. Therefore, it is essential that the development fits

appropriately into its site, relating well to the surrounding development and complying with the Old Town North Urban Design Guidelines.

The analysis below provides an overview of the staff recommendations, a discussion of open space, parking building articulation, high quality building materials, tree preservation and an overview of the zoning modifications requested by the applicant.

Open Space:

The workgroup recommended that a principle of redevelopment for the block be that a minimum of 25% ground level open space for future redevelopment of the blocks. The initial submission had more ground level open space than the 21% depicted on the current site plan submission. However, several of the areas that were included in the open space calculations, such as emergency vehicle easements, and the fact that units had to be relocated to provide the required sidewalk widths, impacted the level of open space that was provided. The site plan currently provides 21% ground level open space.

The total open space requirement for the site under the CRMU-X provisions is 25% of the site area only for multi-family uses. There is approximately 38,000 sq. ft of ground level open space proposed for the project with an additional 9,346 sq. ft. of space to be located on upper level roof-top terraces. Under the CRMU-X zoning provisions, upper level terrace areas may be calculated toward the open space requirements if the Planning Director or City Council determine that the spaces are functional and usable.

As stated previously, a principle of redevelopment was to provide 25% ground level open space. While the development does not provide the 25% ground level open space, the percentage was a guideline for overall redevelopment to ensure that project would not be overly dense with little open space. The 21% open space that is provided is generally located within large consolidated useable areas of open space for the residents. In addition many of the townhomes have roof-top decks that, while not ground level open space, provide some private defensible space for many of the units. Because the ground level open space is consolidated and useable it is generally compatible with adjoining developments, however, staff believes that the proposed open space and open space reduction do not meet the needs of the expected children for the proposed development by providing an adequate provision of active recreational equipment for the children in the public housing and market-rate units. The applicant has proposed children's "tot lot" play equipment within the internal courtyards. Staff is recommending that one of the "tot lots" be designed to accommodate younger children (ages 1-4) and the other tot lot accommodate the intermediate age groups (ages 5-8). The internal "tot lots" will need to be designed as a safe, convenient useable space for the children of the public housing and market-rate units.

The approval of the open space modification should be contingent upon additional amenities and improvements for the internal courtyards and two "tot lots" within the internal courtyards.

Parking Reduction:

The applicant is requesting approval of a 9-space parking reduction for the public housing units; the market-rate units provide the required two spaces/unit. The applicant is also requesting approval to provide the required 15% visitor parking (46 spaces) on the adjoining public streets. Sec. 7-700 of the Zoning Ordinance permits a reduction of off-street parking with approval of a special use permit. As part of the parking reduction request, ARHA conducted and prepared a parking survey/analysis of six public housing facilities within the City, the results of which are as follows:

Table No. 2

Survey of City Public Housing Parking

| Public Housing Facility | 2 Bedrooms | 3 Bedrooms | 4 Bedrooms | Total Number Of Units | Parking Provided | Maximum Spaces Used/Unit |
|---------------------------|------------|------------|------------|-----------------------|-----------------------|--------------------------|
| Duke Street (Arell Court) | 10 | | | 10 | 16 1.6sp/unit | 1.2 |
| 28 th Street | 7 | 8 | | 15 | 26 1.7 sp/unit | .7 |
| West Braddock Road | | 10 | | 10 | 16 1.6 sp/unit | 1.3 |
| Yale Drive | | 6 | 4 | 10 | 13 1.3 sp/unit | 1.3 |
| S. Bragg | | 7 | 8 | 15 | 25 1.6 sp/unit | .5 |
| Sanger Avenue | 4 | 5 | 1 | 10 | 15 1.5 sp/unit | .9 |
| Totals | 21 | 36 | 13 | 70 | Avg = 1.55 sp/unit | Avg = 1.0 |

The above table indicates that the spaces provided for each bedroom for other public housing ranges from 1.3 to 1.7 sp/unit. The number of spaces occupied range from .5 to 1.3 cars/unit. The average number of cars for each facility was 1.0 sp/unit. While the parking demand for the Yale Street complex (1.3 sp/unit) was deficient at the time of the survey, the other facilities with higher parking ratios routinely had a surplus of extra parking spaces. The maximum number of parking spaces occupied/unit are based upon visual surveys of each lots for an entire week (Mon-Sun) during evening hours of 10:00 PM to 11:15 PM. Based on the unit mix of 26 one-bedroom and 26 two-bedroom units and the number of the maximum ratio/bedroom of .8 provided at other public housing facilities, the proposed development would need to provide a minimum of 63 parking spaces. In fact the public housing units actually provide a ration of 1.8 sp/unit (94 spaces). Staff supports the proposed parking reduction based upon other comparable public housing facilities within the City.

Several adjoining residents have raised the issue of possibility reducing the parking provided for the public housing even further than proposed by the applicant, because the 1.8 sp/unit is significantly more than the .8 sp/unit observed in other public housing facilities within the City. Staff does not recommend a further reduction in parking for the following reasons. First, the parking study is based on the current facilities and demographics that likely will change and that with more stringent requirements for occupants car ownership likely will increase. The other issue is that reducing parking does not result in additional ground level open space without an associated loss in units.

Visitor Parking:

The applicant is requesting approval of a 46 space parking reduction and a parking reduction to provide the required visitor parking on the adjoining public streets. Because the proposed development minimizes the number of curb cuts as recommended by the Old Town North Design Guidelines, a significant number of on-street parking spaces are retained adjacent to the project and should be available for visitors. The initial parking study prepared by Kimley-Horn that is attached as part of the development special use permit site plan only evaluated the blocks surrounding the site. Because all of the public housing units are vacant, staff requested a supplemental parking study dated November 7, 2002. The supplemental parking study requested the parking study to be increased to two blocks from the subject property. The more comprehensive parking study shows significant parking availability in the area in the evenings and on weekends, the peak periods for visitors.

Table No. 3

Summation of the Parking Study

| STREET | TOTAL # SPACES WITHIN TWO BLOCKS | VACANT SPACES WEDNESDAY 7 AM, 2M, 10PM | VACANT SPACES SATURDAY 7 AM, 2PM, 10PM, | MINIMUM AVAILABLE SPACES (% of total spaces) |
|---------------|----------------------------------|--|---|--|
| Princess St. | 62 | 34, 37, 24 | 25, 31, 21 | 21 (33%) |
| Pitt St. | 122 | 55, 58, 72 | 79, 74, 77 | 55 (45%) |
| Pendleton St. | 46 | 25, 20, 33 | 34, 31, 39 | 20 (43%) |
| Royal St. | 113 | 51, 47, 71 | 66, 70, 68 | 51 (45%) |

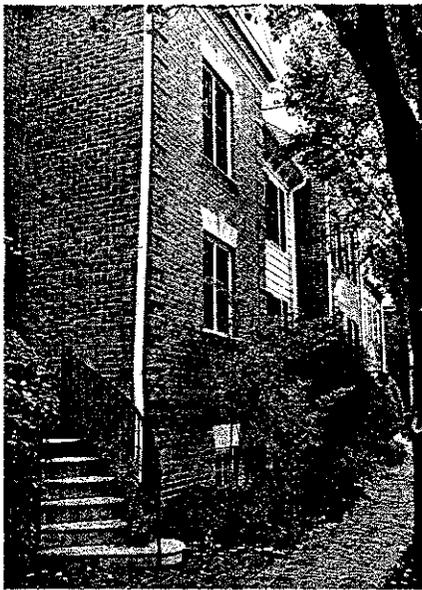
Typically, a minimum of 15-20% visitor parking is required in conjunction with new residential developments, except in those locations where adequate on-street parking is available to meet visitor demand. Applying a 15 % on-site visitor parking requirement would result in a rather significant loss of open space and a decrease on the continuity and quality of open space. Visitor parking has been evaluated based on the availability of on-street parking for each development. For example, recent developments have been required to provide as much as 20% visitor parking (Old Town Crescent) to no on-site visitor parking (Braddock Lofts). Staff believes this location is one where it is appropriate for the visitor parking to be provided on-street based upon the parking study of available on-street parking.

Although staff believes that approximately 80 parking spaces provided on the public streets can accommodate the expected number of periodic visitors, staff is concerned that the residents adjoining the public streets will find it more convenient to park on the streets rather than within the garages. Therefore, staff is recommending that a condition of the parking reduction approval be that none of the market-rate or public housing residents of the development be eligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8-71. This condition is similar to that which was required for the Braddock Lofts development (under construction)

Building Articulation:

Old Town developed similar to cities such as Philadelphia where the townhouses are located close to the street. Historically the townhouses were generally constructed 3-4 at a time by different builders that resulted in varying front setbacks and inadvertently creating building articulation (2-3 ft.) differences between buildings) that creates variety and richness for the street while still maintaining an urban “streetwall.” In addition to the building articulation, many of the streets are punctuated by variations that provide some articulation and green within the hard-scape, i.e., a unit with a double lot will have a large side-yard, with trees; two or three units will be set back from the street, with small front gardens or porches; the rear yard of a corner unit will face the street that result from units being constructed randomly over time. The proposed buildings lack this building articulation for each block face and therefore represent an uninterrupted, monotonous wall of building facades for each block face.

Building Articulation Proposed By Staff



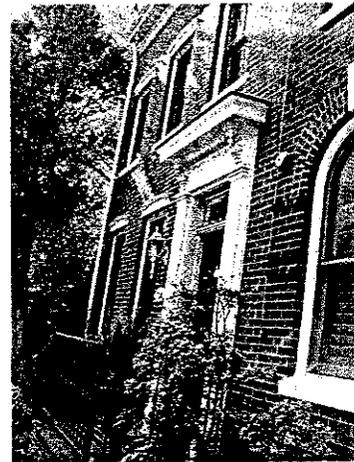
Building Articulation Proposed by The Applicant:



As proposed in this project, the design provides very little building articulation (18" for some units) for only some of the units creating a somewhat relentless streetscape along all existing streets. The applicant has indicated that they are opposed to providing additional building articulation. Staff is recommending that the applicant provide additional building articulation of 2-3 ft. This will enable the buildings to provide additional building articulation while also being consistent with the intent of the Old Town North Urban Design Guidelines to have buildings oriented to the street while also meeting the goal of “articulation of the wall surfaces” The additional building variation is necessary to create visual interest along the street and to reduce the perceived mass of the buildings.

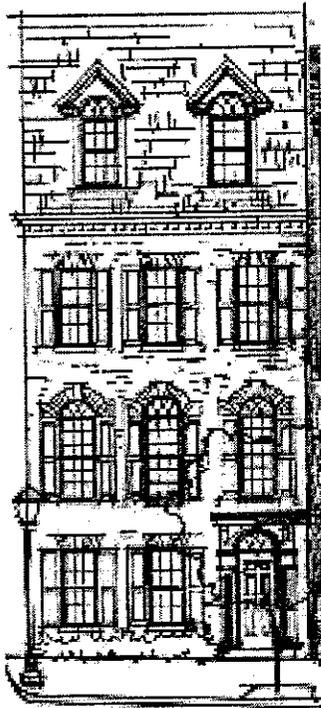
High Quality Design and Materials:

Ensuring high quality architectural design and materials is essential to ensure that the development will be compatible with the adjoining developments of Old Town. The recommendations of staff is to provide higher quality materials such as brick and precast and a prohibition of materials such as vinyl siding. This recommendation is consistent with other adjoining developments such as Portners Landing, Bullfinch Square, and Garretts Mill (under construction). Staff believes this is also consistent with the intent of the Old Town North Urban Design Guidelines to “create richness in architectural elements and details of individual structures.”



Generally speaking the design of the townhouses are not true to a particular architectural style or styles typically found within Alexandria. For example, within Alexandria a row of Victorian townhouses are found adjacent to a row of Federal townhouses, but Victorian detailing is not mixed with Federal massing and proportions. For one example, in the townhouse illustrated below, the details are Victorian, but in Victorian architecture, the largest windows are on the ground floor and decrease in size on upper floors. In this elevation, the second floor windows are larger than the first floor windows, and the dormer windows are larger than the third floor windows. Other townhouses siding that goes all the way to grade, or other inappropriate features, proportions, or applications of historic details. While the subject properties are not within the historic district, the properties are

immediately adjacent to Old Town and the intent for this portion of Old Town North as described above was to extend the fabric of Old Town to tie these two portions of the City together. The recommendations regarding the building design is similar to what has been provided and required for other adjoining developments such as Bullfinch Square and Garretts Mill now under construction at the intersection of Pitt and Pendleton. Therefore the staff recommendations are not intended to create a higher level of quality than adjoining developments, but rather provide buildings that will be compatible with the neighborhood for these two important redevelopment blocks.



Tree Preservation:

There are numerous large trees located within each of the blocks that are both street trees and trees located within the existing internal courtyards. The trees range in size from 10" - 36" caliper. The applicant proposes to remove all trees and replace them with new street trees or internal landscaping, while retaining only one of the large (24" caliper) oak trees within the internal courtyard on the northern block.

Existing Trees



Staff, and many of the adjoining residents believe it is desirable to preserve some of the existing tree coverage that is provided by the large trees. In general, the preservation of the trees and retention of the mature streetscapes where possible enhances the proposed open space and provides public benefit for the community. Ideally, all street trees would be preserved; however, because of the trees' location, species and health, and the grading necessary for construction, none of the external street trees can be retained without the loss of units.

As a remedial step to address the loss of the external street trees, staff recommends that the trees be replaced with larger size (4"-5" caliper) trees than are typically required to offset the loss of the larger caliper street trees that will not be preserved.

The other large trees on the site are located within the internal courtyard. Staff recommends that one of the internal courtyard trees on the northern block be preserved. To preserve the tree, the applicant will be required to construct a retaining wall that will be 1-5 ft below the grade of the adjoining sidewalks. Staff finds that the tree warrants preservation and with careful coordination of the construction process and additional tree preservation mechanisms, the tree will have a significant likelihood of survival.

The applicant has submitted a letter from their arborist stating that the tree may not survive in the long-term (five to ten years) after construction and will be a cost issue for the future homeowners if the tree needs to be removed or will have a cost due to continuing maintenance for the tree. Staff believes that increasing the area not to be disturbed around the tree as recommended by staff will increase the likelihood that the tree will survive. With regards to maintenance there will be cost incurred by the Homeowners Association for this tree and all of the other landscaping and trees on the site similar to other communities and Homeowners Association that bear the financial burden of maintaining their landscaping and street trees to make their communities more livable and enjoyable for the residents.

Staff acknowledges that even with best preservation techniques the tree will incur stress as part of the construction process and may not survive. With any preservation effort, whether it be preserving an historic building or tree preservation does present potential difficulties. In this case preserving the tree is not the most expeditious or cost effective solution, but staff believes that preserving the tree does provide public benefit.

Staff does acknowledge that the tree is a living organism and the ultimate outcome cannot be entirely controlled throughout the construction process. Therefore, staff is recommending that the landscape bond be retained 48 months from the last certificate of occupancy to ensure that if the tree does not survive the applicant will replace the trees with a large 8"-10" caliper tree. This will serve as an incentive for the applicant to ensure that the tree survives and if for some reason the tree does not survive the construction process, the applicant (not the homeowners) will be required to remove and replace the tree.

Zoning Modifications:

Request Modification of the side and rear yard setback requirements

The applicant is requesting approval of a setback of the front, side and rear yard setbacks to provide an increased front yard setback that ranges 1.5 ft. to 3.3 ft. from the front property line. The zone requires the front yard setback to be the front property line unless the majority of the existing buildings on the block have a greater setback. The increased setbacks were a recommendation of staff to reduce the perceived mass of the units and provide an additional area for landscaping and wider sidewalks. For the side yard setbacks, the exterior end units are generally located adjacent to an internal alley or internal street that provide more than minimum 8 feet recommended for the side yards and provide an adequate provision of light an intent of the required setbacks. The rear loaded garages require a rear yard setback modification. The Zoning Ordinance permits ½ of an adjoining alley (11 ft.) to be counted as a portion of the required rear yard setback. The rear access is consistent with the intent of the Old Town North Urban Design Guidelines. Staff recommends approval of the yard modifications.

Rear Yard Impervious Surface:

The Zoning Ordinance states that not more than 50% of the required rear yard can be paved for use as driveways or parking spaces. In this case, the rear loaded garages and adjoining alleys are within a portion of the required rear yard, necessitating the modification. Staff recommends approval of the modification.

Vision Clearance:

The applicant is requesting a modification of the 100 ft. vision clearance zone. Staff recommends approval of the vision clearance zone to provide front setbacks that are required by the Zoning Ordinance and are consistent with the existing setbacks within the neighborhood and recommended by the Old Town North Urban Design Guidelines. Eight of the townhomes protrude into the required vision clearance zone. Staff recommends approval.

Conclusion:

The applicant has not yet agreed to many of the staff conditions that include:

- Building articulation;
- Preservation of the tree;
- Building materials;
- Stoop height;
- Tree irrigation and maintenance;
- Prohibiting market rate and public housing units from receiving residential parking permits;

- Parking management plan for construction workers;
- Special paving materials for the alleys;
- Revising width of internal private streets entrances from 13 ft. to 15 ft. to accommodate solid waster vehicles;
- Relocating sanitary sewer lines;
- The amount requested by T&ES for the applicant to address adjoining water and sewer lines;
- Providing bicycle racks;
- Width of the proposed emergency vehicle easements(EVE); and
- Building requirements to minimize sound transmission between units.

The recommendations of high quality materials, and additional building articulation are necessary to enable this development and added density to be the compatible with the adjoining neighborhoods. The conditions by staff are not holding the proposed development to a higher standard than the adjoining development rather recommending the same high quality standard of the adjoining developments. Regarding issues such as tree preservation and irrigation of street trees etc., these streetscape improvements are essential to provide a pedestrian oriented streets while also maintaining tree coverage and improving the quality of the open space. The concerns regarding tree preservation has also been expressed by many of the adjoining residents. The staff recommendation of approval is predicated upon addressing the site issues of building articulation, high quality building materials, tree preservation and open space through the conditions outlined within the report. These issues are necessary to enable the proposed development to fit into the fabric of the existing mature neighborhoods surrounding the subject properties. All of the conditions have a cumulative impact on improving a unique and desirable redevelopment proposal for the City.

Staff Recommendation:

Staff recommends **approval** of the proposed development site plan application with the conditions, the rezoning from RM-Residential Medium to CRMU-X- Commercial Residential Mixed Use and the Master Plan amendment as outlined within the staff report

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Jeffrey Farner, Urban Planner.

CITY DEPARTMENT COMMENTS

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

Planning & Zoning:

- C-1. The front stoops cannot project farther than 4.0 feet into the public right-of-way.
- F-1. Open Covered decks on the third floor of some of the units appear to have a ceiling height above 7 ft. 6 inches and must be counted in the floor area tabulations.
- F-2. Oronoco Street varies in width. Staff cannot confirm the building height to street centerline for some of the buildings. Applicant to provide additional information to confirm building height.

Transportation & Environmental Services:

- C-1. Bond for the public improvements must be posted prior to release of the plan.
- C-2. All down spouts must be connected to a storm sewer by continuous underground pipe.
- C-3. The sewer tap fee must be paid prior to release of the plan.
- C-4. All easements and/or dedications must be recorded prior to release of the plan.
- C-5. Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6. All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7. All utilities serving this site to be underground.
- C-8. Provide site lighting plan.
- C-9. Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.

- C-10 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.
- F-1 The project lies within the Combined Sewer District thus stormwater management and compliance with the City's Chesapeake Bay program must be coordinated with City's policy for management of the Combined Sewer District.

Code Enforcement:

- C-1 A soils report must be submitted with the building permit application.
- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-3 On-site fire hydrants shall be spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site.
- C-4 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.
- C-5 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor ; e) fire protection plan.
- C-6 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.
- C-7 This structure contains mixed use groups [R, Residential; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of USBC.
- C-8 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system.

- C-9 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code. This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers.
- C-10 Enclosed parking garages must be ventilated in accordance with USBC.
- C-11 A separate tap is required for the building fire service connection.
- C-12 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

Office of Housing:

The affordable housing policy provisions are waived for this project.

Health Department:

No comment from this Department.

Police Department:

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

- R-1. The lighting for the sidewalks and all common areas is to be a minimum of 2.0 ft. candles minimum maintained.
- F-1. No lighting plan submitted.

Historic Alexandria (Archaeology):

F-1 When Alexandria was founded in 1749, the land which makes up much of these two blocks would have been marshy, drained by the springs and streams of Ralph's Gut which flowed eastward into the Potomac. Native Americans often camped or settled near springs and marshes, and it is likely that they visited this small stream and wetland area. An examination of historical maps suggests that the marshes may have been filled beginning in the 1780s. A remote possibility exists that the block was the site of two of the City's early chapels. An Anglican Chapel of Ease is believed to have stood at the intersection of Pitt and Princess Streets prior to the construction of Christ Church, but the surviving documents do not indicate which corner of the intersection served as the chapel's location. Similarly, a history of St. Mary's Catholic Church notes that a chapel was present at the intersection of Princess and Royal in the 1770s, but again the corner is not mentioned. It seems unlikely, however, that the Catholic chapel was located on the project blocks, since the corner of Princess and Royal within the development boundaries was probably still wetland at the time of the chapel's use. In the second half of the 19th century, residences sprang up on the block, and after the Civil War, the development area became part of one of the City's African American neighborhoods, known as The Berg. In the early 20th century, the Second Baptist Church, an African American congregation, was located on the 400 block of Pitt street within the project area.

Given the amount of subsequent disturbance, it is unlikely that remnants of Native American activities or the early historic chapels would remain in place on the project blocks. However, it is probable that evidence of the late 18th-century filling activities and the late 19th-century African American neighborhood will be present. To insure that important information about the City's past is not destroyed by development activities, the following actions are required.

- C-1 Contact Alexandria Archaeology (703-838-4399) two weeks prior to any ground disturbing activity (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of The Zoning Ordinance) on this property. City archaeologists will provide on-site inspections to record significant finds.
- C-2 Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.

- C-3 The statements in C-1 and C-2 above must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.

Recreation, Parks & Cultrual Activities (Arborist):

- F- 1 The proposed actions taken to preserve the oak tree in the common area in front of unit 94 are still not adequate to insure the preservation of the tree.

Virginia American Water Company:

- F-1. Water service is available for its domestic use and fire protection. Hydraulic calculations will be completed to verify main sizes upon final submission of the site plan. Profiles will be required for hydraulic calculations. There shall be a minimum of three and one-half feet of cover on the main in profile. Avoid excessive depths.
- F-2. All water mains shall be DICL (ductile iron cement lined) pipe.
- F-3. A two-inch blow off is required on all dead-end mains.
- F-4. Maintain a 10' horizontal separation between water and sewer mains, measured edge to edge.
- F-5. When crossing sewer mains, water mains should maintain eighteen inches of vertical clearance.
- F-6. Provide a 10' water line easement for mains and hydrants out of the public right-of-way.
- F-7. Electric service cannot be installed within VAWC's waterline easement.
- F-8. Show existing and proposed water main sizes.
- F-9. Show all proposed fire and domestic services. Fire and domestic services must be separate connections to the water main.
- F-10. All hydrant laterals must be six inches in diameter.
- F-11. Call out all tees, valves, fittings, etc. on the plans.
- F-12. At main intersections, use two tees (or tapping sleeves) instead of a cross. (Oronoco Street.)

JF

APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN DSUP # 2002-0029

PROJECT NAME: Samuel Madden Homes (Downtown) Redevelopment
PROPERTY LOCATION: Samuel Madden Homes located on 2 city blocks bounded by Pendleton St., Oronoco St., Princess St. & N. Pitt St. & N. Royal St.
TAX MAP REFERENCE: 064.02-10-44 409 N. PITT ST. ZONE: RM

APPLICANT Name: Eakin/Youngentob Associates, Inc.
Address: 1000 Wilson Boulevard, Suite 2720
Arlington, Virginia 22209

PROPERTY OWNER Name: Alexandria Redevelopment and Housing Authority
Address: 600 North Fairfax Street
Alexandria, Virginia 22314

SUMMARY OF PROPOSAL: Request for approval of a preliminary development plan
for special use permit for development of 152 residential units.

MODIFICATIONS REQUESTED: (See Nos. 1, 2, 3, 4) Attached

SUP's REQUESTED: (See Nos. 1 and 2) attached

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the 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 to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his knowledge and belief.

Jonathan P. Rak, Esquire, Agent
Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800
Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102
City and State *Zip Code*

Signature
703-712-5411 703-712-5231
Telephone # *Fax #*

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: 9-18-02
Fee Paid & Date: \$7,833.47 9-18-02
\$4,933.65 10-23-02

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

MADDEN HOMES

Development Special Use Permit with Site Plan (DSUP) # 2002-0029

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 the (check one):

Owner Contract Purchaser

Lessee Other: _____

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 ten percent.

50% LeRoy Eakin and ^{50%} Robert Youngentob
Eakin/Youngentob & Associates, Inc.

1000 Wilson Boulevard, Suite 2720
Arlington, Virginia 22209

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.

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.
(Attach additional sheets if necessary)

This project consists of construction of 100 townhouses and 52 affordable housing units
in a two (2)-block area in the northern section of Old Town, Alexandria, Virginia.
Princess Street to the south, Pendleton Street to the north bound the two (2) – block area,
North Pitt Street forms the western boundary and North Royal Street is the eastern
boundary. Oronoco Street separates the two (2) blocks. Each block is 2.08 acres in size.
The total project area is 4.16 acres. This mixed-use development provides the 152 units
within twenty (20) proposed buildings (10 per block). The contract purchaser,
Eakin/Youngentob & Associates (EYA) is purchasing the project from the Alexandria
Redevelopment and Housing Authority (ARHA). EYA shall develop the entire project.
ARHA shall maintain ownership of the 52 affordable housing units. The 100 townhouses
will be located on fee simple lots and developed for sale to the public by EYA.

Development Special Use Permit with Site Plan (DSUP) # 2002-0029

3. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

N/A

4. How many employees, staff and other personnel do you expect?
Specify time period (i.e. day, hour, or shift).

N/A

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

| Day | Hours | Day | Hours |
|-------------|-------|--------|----------|
| Residential | | 7 days | 24 hours |
| | | | |
| | | | |
| | | | |

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Noise levels are expected to be consistent with normal residential use.

B. How will the noise from patrons be controlled?

N/A

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

All trash containers will be enclosed within buildings.

Development Special Use Permit with Site Plan (DSUP) # _____

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

A. What type of trash and garbage will be generated by the use?

Consistent with residential use.

B. How much trash and garbage will be generated by the use?

Consistent with residential use.

C. How often will trash be collected?

Weekly or more often if needed.

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

N/A

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:

Normal cleaning agents for residential use.

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

Access to residential buildings will be restricted to
residents, invited guests and ARHA facilities personnel.

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?

363

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

| | |
|------------|--------------------------------|
| <u>300</u> | Standard spaces |
| <u>80</u> | Compact spaces |
| <u>2</u> | Handicapped accessible spaces. |
| <u>--</u> | Other. |

Development Special Use Permit with Site Plan (DSUP) # 2002-0029

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? N/A

B. How many loading spaces are available for the use? N/A

C. Where are off-street loading facilities located? N/A

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

N/A

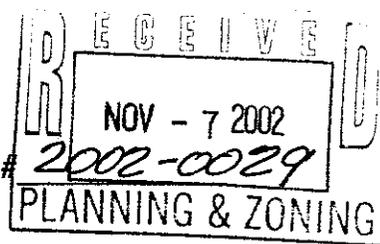
E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

N/A

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?

N/A

DEV.
Special Use Permit #



PARKING REDUCTION SUPPLEMENTAL APPLICATION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)
9 standard parking spaces within on-site garages

2. Provide a statement of justification for the proposed parking reduction.
Preliminary data on parking demand by ARHA residents indicates that the demand is less than the amount of parking required by the zoning category. The applicant proposed reducing the overall amount of parking for ARHA units in order to allow more direct, interior access from ARHA-units to the parking garage.

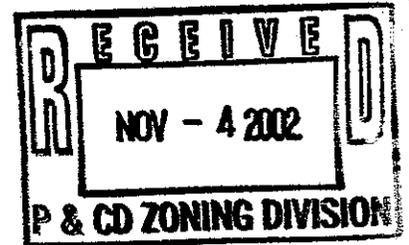
3. Why is it not feasible to provide the required parking? _____
The limitations are related to site area available for openspace development and parking requirements.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces? Yes. No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a Parking Management Plan which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

FILE COPY
N Pitt - Royal - Princess - Pendleton
SAMUEL MADDEN HOMES
DSUP #2002-0029 J Farnar



MORANDUM

TO: Ms. Eileen Fogarty
Director, Department of Planning and Zoning
City Hall
Alexandria, VA 22314
cc: Mr. Melvin Miller
Mr. William Dearman
Mr. Robert Youngentob

FROM: Susan Brita, 420 Princess St. - 703-548-9586
Marilee Menard, 418 North Pitt St. -
Carolyn Merck, 324 North Royal St. - 703-549-5306

DATE: November 4, 2002

SUBJECT: Redevelopment Plans for the Samuel Madden Homes

This memorandum outlines issues we think are important regarding the Eakin-Youngentob plan for redevelopment of the Samuel Madden Homes (downtown). Each of the following suggestions would improve the project and add to its attractiveness and livability, thereby adding value. As neighbors in close proximity to the Samuel Madden Homes, we have studied issues and options for redevelopment of this site for years. We offer our comments in the spirit of open communication and to help minimize the issues that might be raised when the project goes to the Planning Commission for approval.

Articulation of Facades. As currently designed, the street-front facades of the units present a straight wall effect. A better and more interesting design would include articulation of facades, with some units set back from others in the row. The articulation and diversity of the Bullfinch Square homes is an example of what we are seeking. The townhouses there are significantly distinguished from each other, diminishing the feel of mass and scale of that development. In comparison, the facades of the houses that comprise Ford's landing on the south end of Old Town are not significantly articulated, have little in the way of green planted spaces, and the feel of mass and scale is substantial.

Open Space and Landscaping. The project overall has minimal real "green" open space and does not take advantage of opportunities for maximizing landscaped areas. The zoning sought for the project (CRMUX, with a Special Use Permit) requires 25% of the site to be open space at ground level. The plan achieves 25% open space *only by counting roof-top decks as open space*, which does not comply with the zoning requirement and does not relieve the sense of crowding inherent in such a dense development.

We offer two suggestions for increasing the sense of space and increasing green, planted areas: First, as noted above, setting back the street-front facades of some units would

achieve a more diverse-looking project, and the set-back units would have more open space for plant material and seasonal color. Although the additional open space would not be large, it would have a significant visual impact and would add a feel of ground-level space.

Second, adding "curb necking" at the corners of the internal one-way alleys would offer additional space for landscaping, improve the visual interest of the alleys, and would slow traffic within the complex. The curb necks would be at the corners of the internal alleys where parking would not be permitted, therefore no parking spaces would be eliminated.

Retention of Existing Trees. In general, a canopy of mature street trees adds enormously to the value of any residential area. We would like this new development not to appear new, surrounded by spindly staked saplings, but to be a compatible extension of the nearby established residential streets and tree canopies. Many of the existing street trees on the periphery of these two blocks have only recently matured to the point where they create a sense of overhead canopy. For example, the city planted the flowering pear trees on the 400 block of Princess Street several years ago because that block was unattractive due to lack of other street trees there. If a few of the housing units on Princess and Oronocco Streets were set back from the sidewalk as suggested for articulation of building facades, at least some of the mature trees on those blocks could be saved; they would add significantly to the ambiance and value of those blocks.

If it is determined that it is not at all possible to retain existing street trees, the developer should commit to replacing them with large trees of a specified trunk diameter according to an approved landscaping plan, and the trees should be guaranteed by the developer.

There are three or four very large trees within the project that might be retained with slight modification or setback of some units. Here, employing a little creativity to preserve mature trees could add significantly to the outdoor ambiance of the space.

Rear Facades. The materials and finishing details on the rear of the units should be upgraded and more design variation introduced. Specifically, there should be no vinyl siding and garage doors should be of high quality and design. The back sides of the units should differ from unit to unit, as do the front facades. Because the rear of units in the interior of the block will be clearly visible from Princess Street through the drive entrance into the complex, they should look attractive from the Princess Street sidewalks and not give the impression of a back alley or be so uniform that, from the rear, the units appear to be large multifamily structures. The rear facades should be as attractive and articulated as the fronts.

Parking. Parking should be reviewed realistically in terms of adequacy and accessibility. It is our understanding that ARHA intends to conduct a survey of the parking requirements of its tenants to determine if two spaces need to be provided for each of the ARHA units. If the ARHA survey shows that its units do not all require 2 spaces, the development plans should take that into account and use that space for visitor parking or

open space. Although in recent years new development in Old Town has been required to provide off-street parking for the residents, visitor parking remains a problem that greatly impacts on the neighborhood. It needs to be explicitly addressed.

We have two proposals to address the inevitable impact this development will have on the availability of on-street parking in the area. First, it is becoming customary in new residential developments in Old Town to disallow on-street parking stickers because residents have adequate off-street parking with their units. We would like that policy to be clearly stated for this development.

Second, to reinforce use of resident off-street parking, the rules of the Homeowners Association (HOA) should disallow use of garages for storage to the extent that the storage precludes putting a car in the garage. Of course, providing adequate storage space inside the units helps too.

Mail Delivery. Units should have individual mail service and there should be no banks of mail boxes on or near sidewalks. Banks of mail boxes are unsightly, generate trash, and invite graffiti and break-ins.

Homeowners Association. Membership in the HOA should be made a condition of sale. Additionally, the HOA should be responsible for not only all common area maintenance but also for all exterior building maintenance (painting, shutters, roofs, etc.).

You can reach us by phone in area code 703, as follows: Ms. Brita 548-9586; Ms. Menard 549-0137; Ms. Merck 549-5506. Should you prefer email, our addresses, respectively, are: Susan.brita@mail.house.gov; ammp@aol.com; cmerck@comcast.net.

Thank you for your attention to these issues.



Kimley-Horn
and Associates, Inc.

MEMORANDUM

To: Toby Millman
Eakin/Youngentob Associates, Inc.

From: Edward Y. Papazian, P.E.

Date: November 7, 2002

Subject: Samuel Madden Homes
Comprehensive Parking Study
Alexandria, Virginia

■
Suite A
9411 Lee Highway
Fairfax, Virginia
22031

INTRODUCTION

This memorandum presents the results of a comprehensive parking study for the proposed development of the Samuel Madden Homes property in Alexandria, Virginia. This study was prepared in accordance with guidance provided by City staff as part of the review of the Special Use Permit (SUP) for the development.

The proposed residential development is located on the two blocks bordered by Pendelton Street, Oronoco Street, North Pitt Street, and North Royal Street on the north block and by Oronoco Street, Princess Street, North Pitt Street, and North Royal Street on the south block. It will consist of a total of 152 residential units, including 100 townhouses and 52 affordable housing units. The affordable housing units will be owned by the Alexandria Redevelopment and Housing Authority (ARHA).

This study involved conducting a series of surveys on streets within two blocks of the site. These surveys were conducted during morning, afternoon, evening, and late evening hours on a weekday, Saturday, and Sunday. The information collected included an inventory of the number of on-street parking spaces along each block, time or parking limitations or restrictions along each block, and the number of parked vehicles on each block at the different survey times. Based on these survey results, the number of unused parking spaces were determined. The availability of these unused parking spaces served as the basis for demonstrating the adequacy of parking to accommodate the peak visitor demand for the Samuel Madden Homes development.

■
TEL 703 934 0909
FAX 703 934 8975

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PARKING STUDY DATA COLLECTION

The surveys were conducted on Wednesday October 30, Saturday November 2, and Sunday November 4, 2002 at 7:00AM, 2:00PM, 7:00 PM, and 10:00PM. These hours represent a series of times when resident, visitor, and surrounding activities would vary. The streets that were studied are both sides of North Pitt Street and of North Royal Street from Wythe to Queen Street, and both sides of Pendleton Street, Oronoco Street, and Princess Street from North St. Asaph Street to North Fairfax Street.

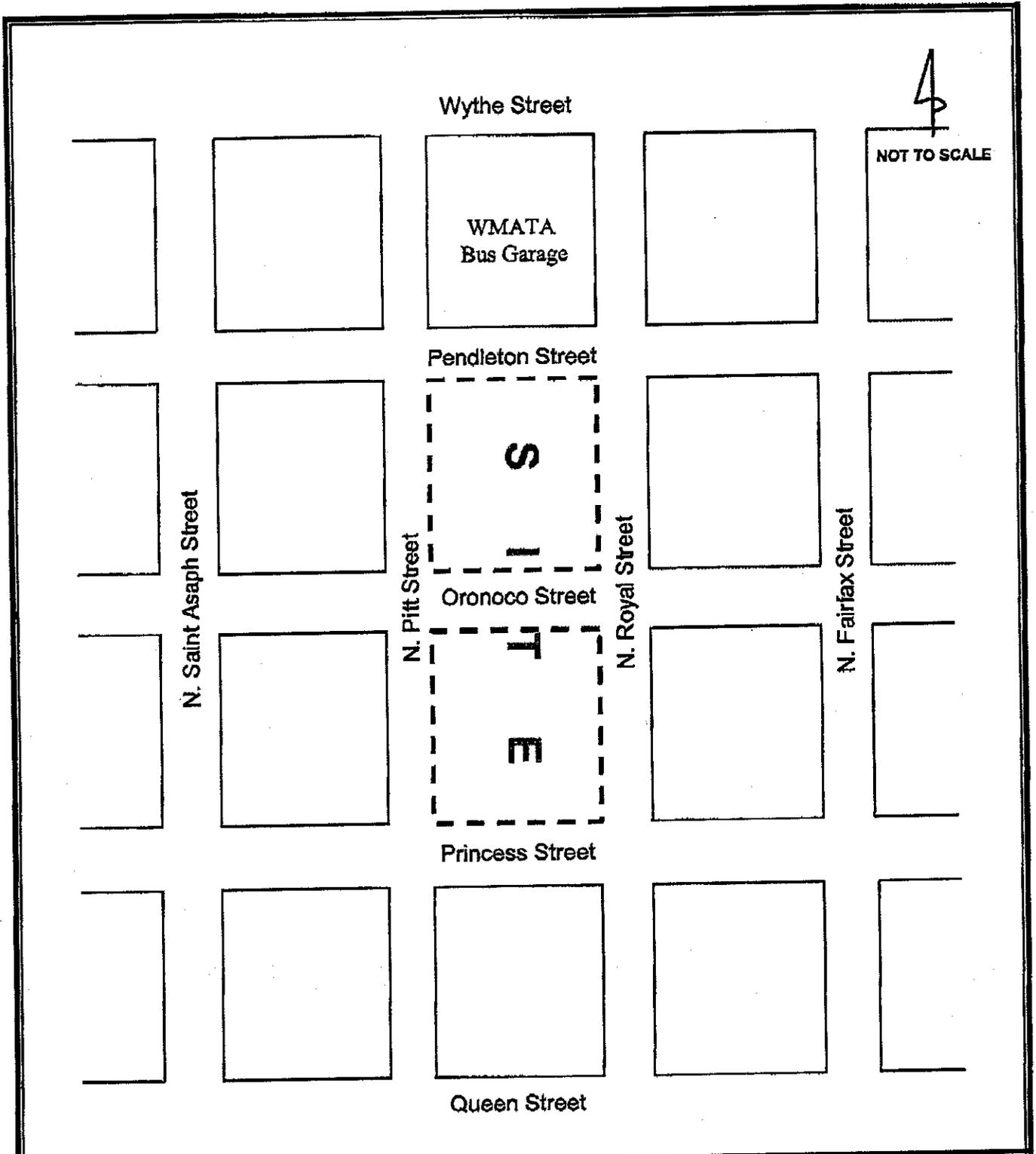
Figure 1 shows the study area.

The length of each section of curb along which parking is permitted was measured. The number of vehicles that would be able to park along the street was estimated based on 20 feet for each vehicle. This is an appropriate length for each vehicle since parking spaces on these streets are not marked, and in such settings, the curb length required from the front of one vehicle to the front of the next vehicle is 18 to 19 feet. Figure 2 shows the number of vehicles that can park along each block.

The Appendix of this memorandum shows the time or parking limitations or restrictions along each block.

The counts of parked vehicles along each block and the resulting number of available parking spaces are shown on Figures 3 and 4 for the Wednesday surveys, on Figures 5 and 6 for the Saturday surveys, and on Figures 7 and 8 for the Sunday surveys.

The parking occupancy counts and the resulting number of unused spaces were totaled for all of the time periods in two ways. One includes all of the blocks that were counted while the other includes only those lengths of curb immediately adjacent to the site. The results of these totals are summarized in Table 1.

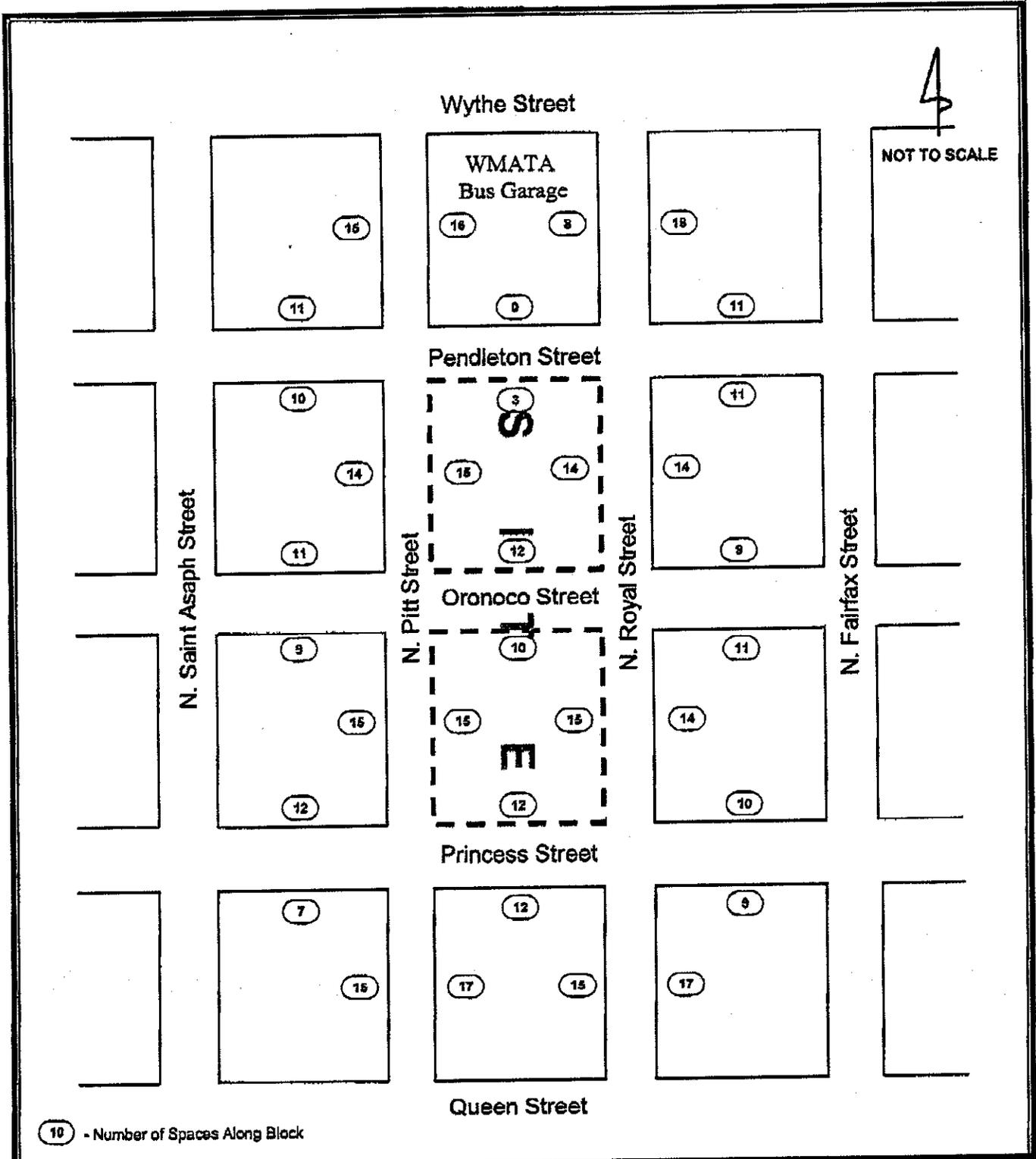


Kimley-Horn
and Associates, Inc.

Study Area

Samuel Madden Homes
Alexandria, Virginia

**Figure
1**



On-Street Parking Spaces

Samuel Madden Homes
 Alexandria, Virginia

Figure 2

| Day | Time |
|------|------|
| Wed. | 7AM |
| | 2PM |
| | 7PM |
| | 10PM |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 13 | 2 |
| 15 | 11 | 4 |
| 15 | 10 | 5 |
| 15 | 7 | 8 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 5 | 6 |
| 11 | 6 | 5 |
| 11 | 4 | 7 |
| 11 | 4 | 7 |

South side of Wythe Street

WMATA Bus Garage

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 16 | 12 | 4 |
| 16 | 12 | 4 |
| 16 | 9 | 7 |
| 16 | 5 | 11 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 8 | 6 | 2 |
| 8 | 5 | 3 |
| 8 | 4 | 4 |
| 8 | 1 | 7 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 8 | 0 | 8 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 16 | 12 | 4 |
| 16 | 6 | 10 |
| 16 | 10 | 6 |
| 16 | 1 | 15 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 7 | 4 |
| 11 | 9 | 2 |
| 11 | 3 | 8 |
| 11 | 2 | 9 |

4

NOT TO SCALE

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 10 | 3 | 7 |
| 10 | 5 | 5 |
| 10 | 3 | 7 |
| 10 | 2 | 8 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 4 | 10 |
| 14 | 8 | 6 |
| 14 | 1 | 13 |
| 14 | 1 | 13 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 6 | 5 |
| 11 | 6 | 5 |
| 11 | 2 | 9 |
| 11 | 3 | 8 |

Pendleton Street

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 3 | 2 | 1 |
| 3 | 2 | 1 |
| 3 | 3 | 0 |
| 3 | 0 | 3 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 4 | 11 |
| 15 | 2 | 13 |
| 15 | 2 | 13 |
| 15 | 0 | 15 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 4 | 10 |
| 14 | 4 | 10 |
| 14 | 0 | 14 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 0 | 12 |
| 12 | 1 | 11 |
| 12 | 0 | 12 |
| 12 | 0 | 12 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 4 | 7 |
| 11 | 4 | 7 |
| 11 | 7 | 4 |
| 11 | 5 | 6 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 7 | 7 |
| 14 | 9 | 5 |
| 14 | 5 | 9 |
| 14 | 3 | 9 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 9 | 0 | 9 |
| 9 | 1 | 8 |
| 9 | 3 | 6 |
| 9 | 3 | 6 |

North side of Oronoco Street

Figure 3 - Wednesday Survey Results--North Block



Kimley-Horn
and Associates, Inc.

#0164 P.006/021

KIMLEY-HORN

69

NOV.26'2002 09:50 7039348975

87

| Day | Time |
|------|------|
| Wed. | 7AM |
| | 2PM |
| | 7PM |
| | 10PM |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 9 | 5 | 4 |
| 9 | 6 | 3 |
| 9 | 5 | 4 |
| 9 | 5 | 4 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 6 | 9 |
| 15 | 9 | 6 |
| 15 | 5 | 10 |
| 15 | 5 | 10 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 6 | 6 |
| 12 | 6 | 6 |
| 12 | 6 | 6 |
| 12 | 8 | 4 |

South side of Oronoco Street

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 10 | 0 | 10 |
| 10 | 0 | 10 |
| 10 | 0 | 10 |
| 10 | 0 | 10 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 1 | 14 |
| 15 | 1 | 14 |
| 15 | 0 | 15 |
| 15 | 0 | 15 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 0 | 15 |
| 15 | 1 | 14 |
| 15 | 1 | 14 |
| 15 | 0 | 15 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 1 | 11 |
| 12 | 1 | 11 |
| 12 | 1 | 11 |
| 12 | 4 | 8 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 3 | 8 |
| 11 | 2 | 9 |
| 11 | 2 | 9 |
| 11 | 2 | 9 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 13 | 1 |
| 14 | 13 | 1 |
| 14 | 3 | 11 |
| 14 | 3 | 11 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 10 | 3 | 7 |
| 10 | 2 | 8 |
| 10 | 5 | 5 |
| 10 | 4 | 6 |

Princess Street

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 7 | 4 | 3 |
| 7 | 5 | 2 |
| 7 | 4 | 3 |
| 7 | 5 | 2 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 12 | 3 |
| 15 | 9 | 6 |
| 15 | 12 | 3 |
| 15 | 15 | 0 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 10 | 2 |
| 12 | 8 | 4 |
| 12 | 10 | 2 |
| 12 | 12 | 0 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 17 | 15 | 2 |
| 17 | 12 | 5 |
| 17 | 13 | 4 |
| 17 | 16 | 1 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 12 | 3 |
| 15 | 14 | 1 |
| 15 | 14 | 1 |
| 15 | 14 | 1 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 9 | 4 | 5 |
| 9 | 3 | 6 |
| 9 | 3 | 6 |
| 9 | 5 | 4 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 17 | 11 | 6 |
| 17 | 10 | 7 |
| 17 | 8 | 9 |
| 17 | 11 | 6 |

North side of Queen Street

4
NOT TO SCALE



Kimley-Horn and Associates, Inc.

Figure 4 - Wednesday Survey Results--South Block

69

| Day | Time |
|------|------|
| Sat. | 7AM |
| | 2PM |
| | 7PM |
| | 10PM |

South side of Wythe Street

WMATA Bus Garage



NOT TO SCALE

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 7 | 8 |
| 15 | 10 | 5 |
| 15 | 9 | 6 |
| 15 | 9 | 6 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 16 | 0 | 16 |
| 16 | 2 | 14 |
| 16 | 2 | 14 |
| 16 | 0 | 16 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 8 | 0 | 8 |
| 8 | 0 | 8 |
| 8 | 0 | 8 |
| 8 | 0 | 8 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 16 | 0 | 16 |
| 16 | 3 | 13 |
| 16 | 0 | 16 |
| 16 | 2 | 14 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 3 | 8 |
| 11 | 6 | 5 |
| 11 | 0 | 11 |
| 11 | 0 | 11 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 3 | 8 |
| 11 | 2 | 9 |
| 11 | 3 | 8 |
| 11 | 2 | 9 |

Pendleton Street

N. Pitt Street

N. Royal Street

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 10 | 1 | 9 |
| 10 | 2 | 8 |
| 10 | 0 | 10 |
| 10 | 1 | 9 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 3 | 0 | 3 |
| 3 | 1 | 2 |
| 3 | 3 | 0 |
| 3 | 0 | 3 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 5 | 6 |
| 11 | 4 | 7 |
| 11 | 7 | 4 |
| 11 | 4 | 7 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 1 | 13 |
| 14 | 1 | 13 |
| 14 | 1 | 13 |
| 14 | 0 | 14 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 1 | 14 |
| 15 | 2 | 13 |
| 15 | 0 | 15 |
| 15 | 3 | 10 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 4 | 10 |
| 14 | 0 | 14 |
| 14 | 0 | 14 |
| 14 | 0 | 14 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 8 | 6 |
| 14 | 6 | 8 |
| 14 | 0 | 14 |
| 14 | 8 | 6 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 5 | 6 |
| 12 | 6 | 5 |
| 12 | 0 | 12 |
| 12 | 2 | 9 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 0 | 12 |
| 12 | 0 | 12 |
| 12 | 0 | 12 |
| 12 | 0 | 12 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 9 | 2 | 7 |
| 9 | 4 | 5 |
| 9 | 3 | 6 |
| 9 | 5 | 4 |

North side of Oronoco Street



Kimley-Horn and Associates, Inc.

Figure 5 - Saturday Survey Results--North Block

70

| Day | Time |
|------|------|
| Sat. | 7AM |
| | 2PM |
| | 7PM |
| | 10PM |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 9 | 3 | 6 |
| 9 | 6 | 3 |
| 9 | 0 | 9 |
| 9 | 3 | 6 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 5 | 10 |
| 15 | 4 | 11 |
| 15 | 4 | 11 |
| 15 | 0 | 15 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 9 | 3 |
| 12 | 5 | 7 |
| 12 | 1 | 11 |
| 12 | 9 | 3 |

South side of Oronoco Street

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 10 | 0 | 10 |
| 10 | 0 | 10 |
| 10 | 0 | 10 |
| 10 | 0 | 10 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 1 | 14 |
| 15 | 1 | 14 |
| 15 | 1 | 14 |
| 15 | 0 | 15 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 2 | 13 |
| 15 | 3 | 12 |
| 15 | 1 | 14 |
| 15 | 1 | 14 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 1 | 11 |
| 12 | 5 | 7 |
| 12 | 1 | 11 |
| 12 | 2 | 10 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 6 | 5 |
| 11 | 5 | 6 |
| 11 | 2 | 9 |
| 11 | 6 | 5 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 2 | 12 |
| 14 | 2 | 12 |
| 14 | 3 | 11 |
| 14 | 3 | 11 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 10 | 5 | 5 |
| 10 | 4 | 6 |
| 10 | 5 | 5 |
| 10 | 8 | 2 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 7 | 6 | 1 |
| 7 | 4 | 3 |
| 7 | 10 | -3 |
| 7 | 6 | 1 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 14 | 1 |
| 15 | 13 | 2 |
| 15 | 12 | 3 |
| 15 | 15 | 0 |

Princess Street

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 11 | 1 |
| 12 | 3 | 9 |
| 12 | 10 | 2 |
| 12 | 10 | 2 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 17 | 14 | 3 |
| 17 | 15 | 2 |
| 17 | 15 | 2 |
| 17 | 16 | 1 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 15 | 0 |
| 15 | 13 | 2 |
| 15 | 14 | 1 |
| 15 | 17 | -2 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 9 | 5 | 4 |
| 9 | 4 | 5 |
| 9 | 3 | 6 |
| 9 | 6 | 3 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 11 | 1 |
| 11 | 10 | 1 |
| 8 | 8 | 0 |
| 12 | 11 | 1 |

North side of Queen Street

4
NOT TO SCALE



Kimley-Horn and Associates, Inc.

Figure 6 - Saturday Survey Results--South Block

14

| Day | Time |
|------|------|
| Sun. | 7AM |
| | 2PM |
| | 7PM |
| | 10PM |

South side of Wythe Street

WMATA Bus Garage

4

NOT TO SCALE

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 8 | 7 |
| 15 | 6 | 9 |
| 15 | 9 | 6 |
| 15 | 8 | 7 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 16 | 1 | 15 |
| 16 | 0 | 16 |
| 16 | 0 | 16 |
| 16 | 0 | 16 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 8 | 0 | 8 |
| 8 | 0 | 8 |
| 8 | 0 | 8 |
| 8 | 0 | 8 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 16 | 0 | 16 |
| 16 | 2 | 14 |
| 16 | 1 | 15 |
| 16 | 3 | 13 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 4 | 7 |
| 11 | 6 | 5 |
| 11 | 2 | 9 |
| 11 | 4 | 7 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 4 | 7 |
| 11 | 1 | 10 |
| 11 | 2 | 9 |
| 11 | 3 | 8 |

N. Pitt Street

N. Royal Street

Pendleton Street

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 10 | 2 | 8 |
| 10 | 3 | 7 |
| 10 | 3 | 7 |
| 10 | 3 | 7 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 3 | 0 | 3 |
| 3 | 0 | 3 |
| 3 | 0 | 3 |
| 3 | 0 | 3 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 5 | 6 |
| 11 | 3 | 8 |
| 11 | 5 | 6 |
| 11 | 5 | 6 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 1 | 13 |
| 14 | 0 | 14 |
| 14 | 0 | 14 |
| 14 | 0 | 14 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 15 | 1 | 14 |
| 15 | 0 | 15 |
| 15 | 0 | 15 |
| 15 | 2 | 13 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 5 | 9 |
| 14 | 2 | 12 |
| 14 | 1 | 13 |
| 14 | 1 | 13 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 14 | 6 | 8 |
| 14 | 5 | 9 |
| 14 | 6 | 8 |
| 14 | 8 | 6 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 11 | 6 | 5 |
| 11 | 5 | 6 |
| 11 | 3 | 8 |
| 11 | 5 | 6 |

| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 12 | 0 | 12 |
| 12 | 0 | 12 |
| 12 | 0 | 12 |
| 12 | 0 | 12 |

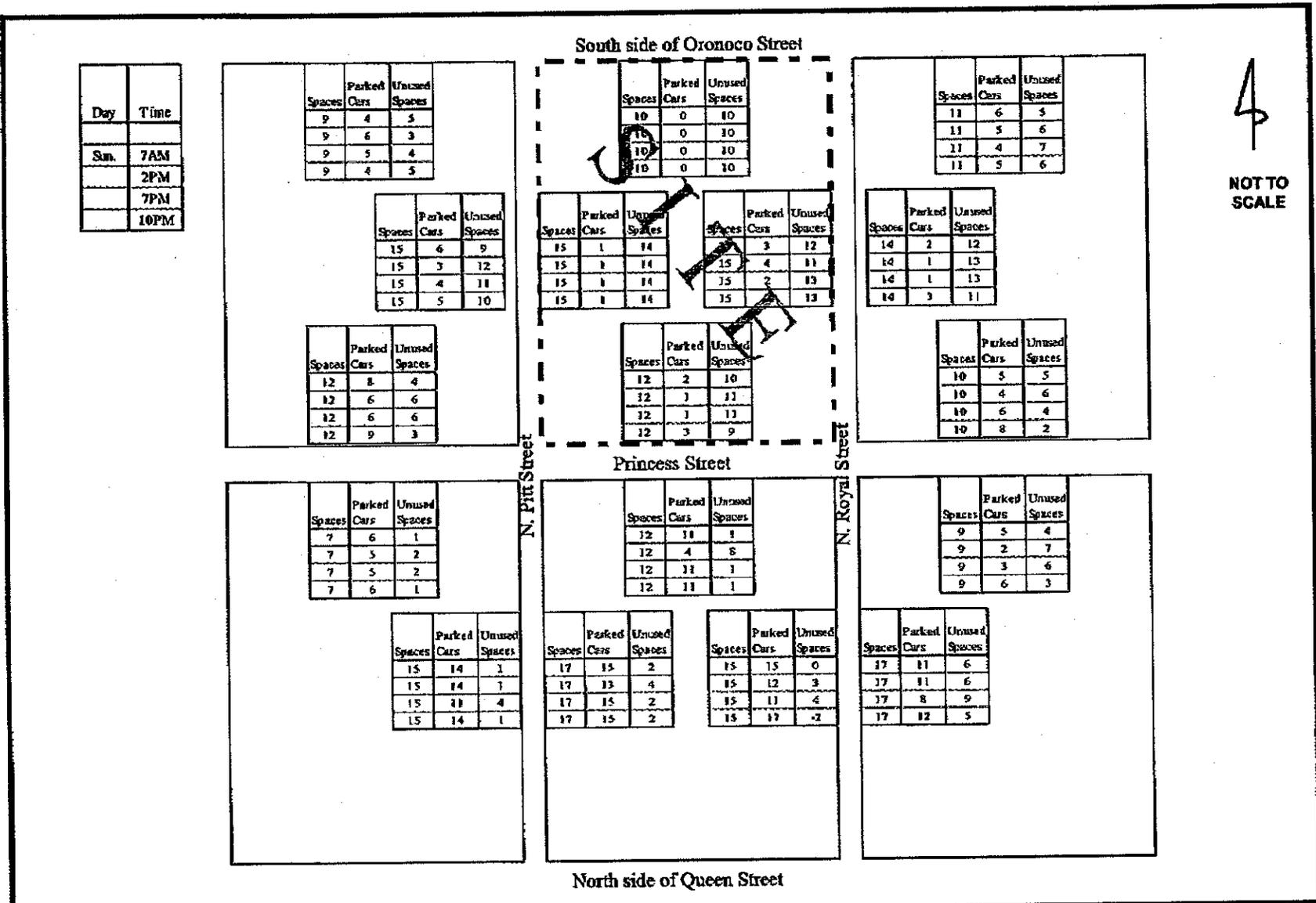
| Spaces | Parked Cars | Unused Spaces |
|--------|-------------|---------------|
| 9 | 3 | 6 |
| 9 | 3 | 6 |
| 9 | 5 | 4 |
| 9 | 5 | 4 |

North side of Oronoco Street



Kimley-Horn and Associates, Inc.

Figure 7 - Sunday Survey Results--North Block



NOT TO SCALE



Figure 8 - Sunday Survey Results--South Block



| Table 1 Summary of Parking Counts | | | | |
|--------------------------------------|-------------------|---------------|------------------------------|---------------|
| Day & Time | Entire Study Area | | Immediately Adjacent to Site | |
| Number of Spaces | 405 | | 96 | |
| | Parked Vehicles | Unused Spaces | Parked Vehicles | Unused Spaces |
| Wednesday | | | | |
| 7 AM | 192 | 213 | 9 | 87 |
| 2 PM | 199 | 206 | 16 | 80 |
| 7 PM | 162 | 243 | 11 | 85 |
| 10 PM | 155 | 250 | 11 | 85 |
| Saturday | | | | |
| 7 AM | 155 | 250 | 9 | 87 |
| 2 PM | 152 | 253 | 12 | 84 |
| 7 PM | 127 | 278 | 6 | 90 |
| 10 PM | 156 | 249 | 8 | 88 |
| Sunday | | | | |
| 7 AM | 162 | 243 | 12 | 84 |
| 2 PM | 129 | 276 | 9 | 87 |
| 7 PM | 131 | 274 | 5 | 91 |
| 10 PM | 168 | 237 | 9 | 87 |

DISCUSSION OF FINDINGS

The proposed Samuel Madden Homes development is required to have 303 on-site parking spaces for residents. This consists of 200 spaces for the 100 market rate units and 103 spaces for the 52 ARHA units. The proposed development will have 2 garage parking spaces for each of the 100 market rate units (total of 200) and 94 spaces for the 52 ARHA units for a total of 294 spaces. The 94 spaces for the ARHA units will result in a ratio of 1.8 spaces per unit.

The ratio of 1.8 spaces provided for each ARHA unit will be significantly more than needed to accommodate the demand for these units. A series of parking counts conducted during late night hours at ARHA scattered sites show an average of 0.8 parked vehicles per unit. The counts at individual sites range from 0.3 to 1.3 parked vehicles per unit. A summary of these surveys is contained in the Appendix. This confirms the adequacy of the 94 spaces provided for the ARHA residents.



As a result of the number of on-site spaces that will be provided, the residents of the proposed Samuel Madden Homes development will not affect on-street parking patterns in the area.

Visitor parking for the Samuel Madden Homes development will be accommodated in the surrounding streets. For visitor parking, the City requires an additional 20 percent above the requirements for residents. Based on the requirement of 303 spaces for residents, 61 spaces need to be available on the surrounding streets to accommodate visitor demand. If the entire area within two blocks of the site is considered, the number of unused parking spaces ranges from 206 to 278. During the early and late evening hours when the maximum amount of visitor activity occurs, the number of unused parking spaces ranges from 237 to 278.

If only the lengths of curb immediately adjacent to the site is considered the number of unused parking spaces ranges from 80 to 91. During the early and late evening hours, the number of unused spaces ranges from 85 to 91.

If only the adjacent streets were considered, the minimum of 85 spaces available for visitors would result in 28 percent more than the 303 figure. If the entire study area were considered, well over 70 percent above the 303 figure will be available for visitors.

CONCLUSIONS

It is concluded that ample parking is available to accommodate the demands of the proposed Samuel Madden Homes development. Sufficient on-site parking will be provided to accommodate residents of market rate and ARHA units. The unused on-street parking on the adjacent streets will easily accommodate visitor demands.

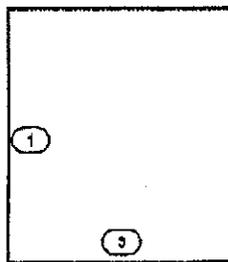
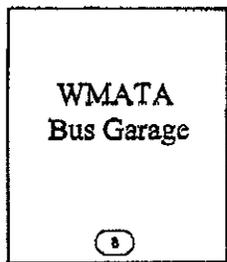
T:\016243001 Samuel Madden Homes\Memo - Comprehensive Parking Study.doc

APPENDIX

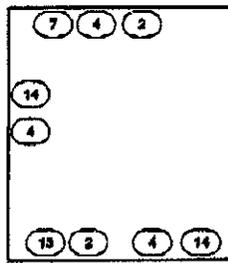
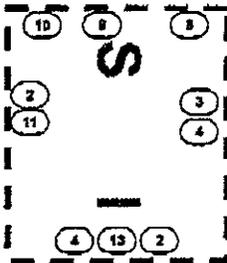
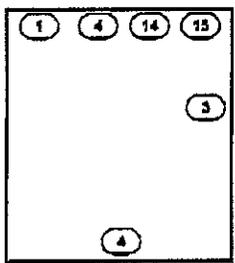


NOT TO SCALE

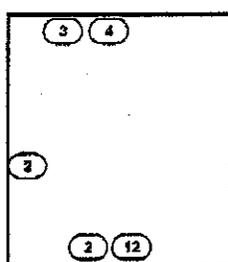
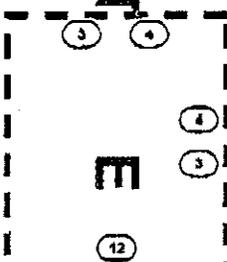
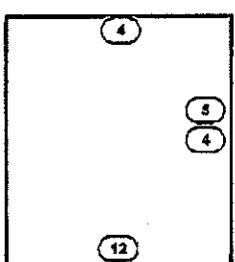
Wythe Street



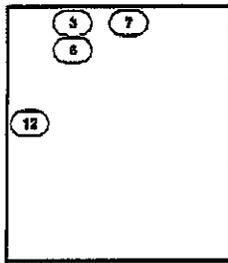
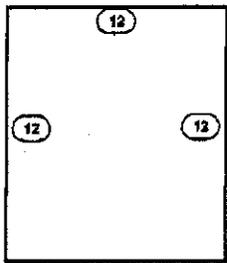
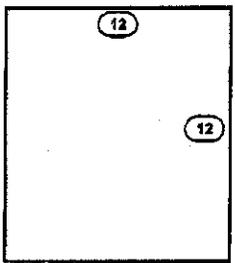
Pendleton Street



Oronoco Street



Princess Street



Queen Street

N. Saint Asaph Street

N. Pitt Street

N. Royal Street

N. Fairfax Street



Kimley-Horn and Associates, Inc.

Parking Limitation and Restriction Sign

Locations (See next page for sign messages)

Samuel Madden Homes
Alexandria, Virginia

76

LL

(1)

| | |
|-------------------------------|--------|
| 2 | HR Pkg |
| 9AM to 5PM expt. SUN | |

(2)

| |
|-------------------------------|
| No Parking |
| 12 Noon to 2PM Tuesdays |

(3)

| |
|------------------------------|
| No Parking |
| 12 Noon to 2PM Mondays |

(4)

| | |
|--|--------|
| 3 | HR Pkg |
| 8AM-5PM MON-FRI Resid. exempt | |

(5)

| | |
|--|--------|
| 2 | HR Pkg |
| 9AM-5PM MON-FRI Resid. exempt | |

(6)

| |
|---|
| Loading Zone No Parking from 8-5 Mon-Sat expt. Sun & Hdays \$35 Fine → |
|---|

(7)

| |
|---|
| 2 HR Parking Per. In this loading zone 5PM-11PM Mon-Sat \$35 Fine |
|---|

(8)

| |
|----------------------------------|
| No Parking |
|----------------------------------|

(9)

| |
|--|
| No Parking Between Signs |
|--|

(10)

| |
|--|
| No Parking Bus Stop |
|--|

(11)

| | |
|---|--------|
| 2 | HR Pkg |
| 8AM-5PM MON-FRI expt. Holidays | |

(12)

| |
|---|
| 2 HR Pkg |
| Daily 8AM-2AM S 11AM-M 2AM For Dist. 2 Res. Per. exempt \$35 Fine |

(13)

| |
|---------------------------|
| No Parking |
| 8AM-4PM School Days |

| | |
|---|--|
| Reserved Parking Handicap Space | Towing \$100-500 Fine |
|---|--|

Sign Messages

**PARKING ANALYSIS
ARHA SCATTERED SITES**

| ARHA Scattered Site Properties | Units Size and Distribution | | | | Total Bedrooms @ Property | Parking Provided | | | Summary for Seven Days | | | | | |
|---------------------------------|-----------------------------|-------------|------------|------------|---------------------------|------------------|------------|--------------|------------------------|-----------------|-----------------|---------------|---------------|------------|
| | | | | | | | | | Parking Used | | | | Empty Spaces | |
| | Location | Total Units | 2 BR Units | 3 BR Units | | 4 BR Units | Spaces | Spaces/ Unit | Spaces/ BR | Mean Cars/ Unit | Max. Cars/ Unit | Max. Cars/ BR | Max. Cars/ BR | Mean Empty |
| 3481-3499 Duke St. (Arcell Ct.) | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 0.9 | 1.2 | 0.5 | 0.6 | 6.7 | 4 |
| 3108-3120 28th St. | 15 | 7 | 8 | | 38 | 26 | 1.7 | 0.7 | 0.5 | 0.7 | 0.2 | 0.3 | 18.4 | 16 |
| 1700-1718 W. Braddock Rd. | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 1.0 | 1.3 | 0.5 | 0.7 | 5.9 | 3 |
| 57-75 Yale Dr. | 10 | | 6 | 4 | 34 | 13 | 1.3 | 0.4 | 1.1 | 1.3 | 0.3 | 0.4 | 1.9 | 0 |
| 27-55 S. Bragg | 15 | 7 | 8 | | 38 | 25 | 1.7 | 0.7 | 0.5 | 0.5 | 0.2 | 0.2 | 18.0 | 17 |
| 5802-5820 Sanger Ave. | 10 | 4 | 5 | 1 | 27 | 15 | 1.5 | 0.6 | 0.6 | 0.9 | 0.2 | 0.3 | 8.9 | 6 |
| Average | | | | | | | 1.6 | 0.6 | 0.8 | 1.0 | 0.3 | 0.4 | 10.0 | 7.7 |

#0164 P.017/021

KIMLEY-HORN

81

NOV.26'2002 09:53 7039348975

10/21/02 6:18 PM

Parking Study.xls Daily Count

10/23/2002 09:18 FAX 703 883 1378

ARHA DEVELOP. & MODERN.

0002

**PARKING ANALYSIS
ARHA SCATTERED SITES**

| ARHA Scattered Site Properties | Units Size and Distribution | | | | Total Bedrooms @ Property | Parking Provided | | | Actual Parking Used | | | | Actual Parking Used | | | |
|---------------------------------|-----------------------------|-------------|------------|------------|------------------------------|------------------|------------|-------------|----------------------------------|------------|------------|---------|----------------------------------|------------|-----------|---------|
| | | | | | | | | | Mon., Oct. 7 10:05 - 11:33 PM | | | | Tue., Oct. 8 10:03 - 11:31 PM | | | |
| | Location | Total Units | 2 BR Units | 3 BR Units | | 4 BR Units | Spaces | Spaces/Unit | Spaces/BR | Cars | Cars/Unit | Cars/BR | | Cars | Cars/Unit | Cars/BR |
| 3481-3499 Duke St. (Arcell Ct.) | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 10 | 1.0 | 0.5 | | 12 | 1.2 | 0.6 | |
| 3108-3120 28th St. | 15 | 7 | 8 | | 38 | 26 | 1.7 | 0.7 | 10 | 0.7 | 0.3 | | 7 | 0.5 | 0.2 | |
| 1700-1718 W. Bradlock Rd. | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 10 | 1.0 | 0.5 | | 9 | 0.9 | 0.5 | |
| 52-75 Yale Dr. | 10 | | 6 | 4 | 34 | 13 | 1.3 | 0.4 | 11 | 1.1 | 0.3 | | 12 | 1.2 | 0.4 | |
| 27-55 S. Bragg | 15 | 7 | 8 | | 38 | 25 | 1.7 | 0.7 | 7 | 0.5 | 0.2 | | 7 | 0.5 | 0.2 | |
| 5802-5820 Sanger Ave. | 10 | 4 | 5 | 1 | 27 | 15 | 1.5 | 0.6 | 6 | 0.6 | 0.2 | | 6 | 0.6 | 0.2 | |
| Average | | | | | | | 1.6 | 0.6 | | 0.8 | 0.3 | | 0.8 | 0.3 | | |

bl

#0164 P.019/021

KIMLEY-HORN

NOV.26'2002 09:53 7039348975

**PARKING ANALYSIS
ARHA SCATTERED SITES**

| ARHA Scattered Site Properties | Units Size and Distribution | | | | Total Bedrooms @ Property | Parking Provided | | | Actual Parking Used | | | Actual Parking Used | | | |
|--------------------------------|-----------------------------|-------------|------------|------------|---------------------------|------------------|------------|-------------|---------------------|----------------------------------|------------|---------------------|-------------------------------------|------------|------------|
| | Location | Total Units | 2 BR Units | 3 BR Units | | 4 BR Units | Spaces | Spaces/Unit | Spaces/BR | Wed., Oct. 9 10:35 - 11:54 PM | | | Thurs., Oct. 10 10:06 - 11:19 PM | | |
| | | | | | | | | | Cars | Cars/Unit | Cars/BR | | Cars | Cars/Unit | Cars/BR |
| 3481-3499 Duke St. (Arell Ct.) | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 9 | 0.9 | 0.5 | | 11 | 1.1 | 0.6 |
| 3108-3120 24th St. | 15 | 7 | 8 | | 38 | 26 | 1.7 | 0.7 | 8 | 0.5 | 0.2 | | 5 | 0.3 | 0.1 |
| 1700-1718 W. Braaddock Rd. | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 13 | 1.3 | 0.7 | | 8 | 0.8 | 0.4 |
| 57-75 Yale Dr. | 10 | | 6 | 4 | 34 | 13 | 1.3 | 0.4 | 9 | 0.9 | 0.3 | | 10 | 1.0 | 0.3 |
| 27-35 S. Bragg | 15 | 7 | 8 | | 38 | 25 | 1.7 | 0.7 | 6 | 0.4 | 0.2 | | 7 | 0.5 | 0.2 |
| 5802-5820 Sanger Ave. | 10 | 4 | 5 | 1 | 27 | 15 | 1.5 | 0.6 | 5 | 0.5 | 0.2 | | 5 | 0.5 | 0.2 |
| Average | | | | | | | 1.6 | 0.6 | | 0.8 | 0.3 | | | 0.7 | 0.3 |

08

10/23/2002 09:17 FAX 703 683 1378

ARHA DEVELOP. & MODERN.

004

**PARKING ANALYSIS
ARHA SCATTERED SITES**

| ARHA Scattered Site Properties | Units Size and Distribution | | | | Total Bedrooms @ Property | Parking Provided | | | Actual Parking Used | | | | Actual Parking Used | | | |
|--------------------------------|-----------------------------|-------------|------------|------------|---------------------------|------------------|------------|-------------|---------------------|-----------------------------------|------------|-----------------------------------|---------------------|-----------------------------------|-----|--|
| | Location | Total Units | 2 BR Units | 3 BR Units | | 4 BR Units | Spaces | Spaces/Unit | Spaces/BR | Fri., Oct. 11 10:00 - 11:04 PM | | Sat., Oct. 12 10:04 - 11:20 PM | | Sat., Oct. 12 10:04 - 11:20 PM | | |
| 3481-3499 Duke St. (Aroll Ct.) | 10 | 10 | | | 20 | 15 | 1.6 | 0.8 | 8 | 0.8 | 0.4 | | 7 | 0.7 | 0.4 | |
| 3108-3120 28th St. | 15 | 7 | 8 | | 38 | 26 | 1.7 | 0.7 | 5 | 0.3 | 0.1 | | 9 | 0.6 | 0.2 | |
| 1700-1718 W. Braddock Rd. | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 8 | 0.8 | 0.4 | | 11 | 1.1 | 0.6 | |
| 57-75 Yale Dr. | 10 | | 6 | 4 | 34 | 13 | 1.3 | 0.4 | 13 | 1.3 | 0.4 | | 11 | 1.1 | 0.3 | |
| 27-55 S. Bragg | 15 | 7 | 8 | | 38 | 25 | 1.7 | 0.7 | 6 | 0.4 | 0.2 | | 8 | 0.5 | 0.2 | |
| 5802-5820 Sanger Ave. | 10 | 4 | 5 | 1 | 27 | 15 | 1.5 | 0.6 | 9 | 0.9 | 0.3 | | 5 | 0.5 | 0.2 | |
| Average | | | | | | | 1.6 | 0.6 | | 0.8 | 0.3 | | 0.8 | 0.3 | | |

81

**PARKING ANALYSIS
ARHA SCATTERED SITES**

| ARHA Scattered Site Properties | Units Size and Distribution | | | | Total Bedrooms @ Property | Parking Provided | | | Actual Parking Used | | |
|--------------------------------|-----------------------------|------------|------------|------------|------------------------------|------------------|--------------|------------|---------------------|------------|------------|
| | Total Units | 2 BR Units | 3 BR Units | 4 BR Units | | Spaces | Spaces/ Unit | Spaces/ BR | Cars | Cars/Unit | Cars/BR |
| 3481-3499 Duke St. (Acad Cr.) | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 8 | 0.8 | 0.4 |
| 3108-3120 28th St. | 15 | 7 | 8 | | 38 | 25 | 1.7 | 0.7 | 9 | 0.6 | 0.2 |
| 1700-1718 W. Braddock Rd. | 10 | 10 | | | 20 | 16 | 1.6 | 0.8 | 12 | 1.2 | 0.6 |
| 57-75 Yale Dr. | 10 | | 6 | 4 | 34 | 13 | 1.3 | 0.4 | 12 | 1.2 | 0.4 |
| 27-55 S. Bragg | 15 | 7 | 8 | | 38 | 25 | 1.7 | 0.7 | 8 | 0.5 | 0.2 |
| 5802-5820 Sanger Ave. | 10 | 4 | 5 | 1 | 27 | 15 | 1.5 | 0.6 | 7 | 0.7 | 0.3 |
| Average | | | | | | | 1.6 | 0.6 | | 0.8 | 0.3 |

10/23/2002 09:17 FAX 703 603 1378

ARHA DEVELOP. & MODERN.

008

Parking Study.xls Daily Count

#0164 P.021/021

KIMLEY-HORN

82

NOV.26'2002 09:53 7039348975

10/21/02 5:58 PM

Memorandum

TO: Eileen Fogarty
Director, Department of Planning and Zoning
Alexandria, VA 22314

FROM: Susan Brita, 420 Princess St.
Marilee Menard, 418 North Pitt St.
Carolyn Merck, 324 North Royal St.

DATE: November 25, 2002

SUBJECT: Redevelopment Plans for the Samuel Madden Homes

This memorandum reflects recommendations and suggestions of neighbors to the Samuel Madden Homes. We respectfully request they be forwarded to the Planning Commission and incorporated into its review of the development application. Each of the following suggestions would improve the project and add to its attractiveness and livability, thereby adding value. Increased value clearly will improve the chances of success for this dense, mixed income project.

Articulation of Facades and Building Materials.

As currently designed, the street-front facades of the units present a straight wall effect. A better and more interesting design would include articulation of facades, with some units set back from others in the row. Statistics provided by ARHA suggest the parking required by regulation is not needed by ARHA units and it has been suggested the excess space could be used to achieve better articulation and street definition.

Vinyl siding should not be used in the project. At a minimum it should not be used on any portions of a façade visible from the street.

Bricks, not concrete, should be extensively used at all street entrances. Use of brick will improve visual interest and make the entrances and alley ways more attractive and consistent with other building materials.

Open Space and Landscaping.

The project overall has minimal real "green" open space. As you are aware, the principle adopted by the joint City and ARHA workgroup required of 25% ground level open space. The plan achieves 25% open space *only by counting roof-top decks as open space*, which does not comply with the zoning requirement and does not relieve the sense of crowding inherent in such a dense development. Although the neighbors have not taken a position on the roof-top decks they firmly believe it is necessary to use any available, real open space to take advantage of maximizing landscaped areas. Below are several suggestions to achieve that goal.

First, as noted above, setting back slightly the street-front facades of some units would achieve a more diverse-looking project, and the setback units would have more open space for plant material and seasonal color. Although the additional open space would not be large, it would have a significant visual impact and would add a feel of ground-level space.

Second, development funds for proposed tot lots could be put to better use by enhancing and beautifying the existing playgrounds at the adjoining Hopkins Tancil Homes. Thus, the proposed playground areas in the Samuel Madden Homes could be better landscaped, used for passive recreation, and contribute to open space.

Finally, we understand the developers have incorporated "curb necking" into the design, which offers additional space for landscaping, which we support.

Retention of Existing Trees.

In general, as you know, a canopy of mature street trees adds enormously to the value of any residential area. We would like this new development not to appear new, surrounded by spindly staked saplings, but to be a compatible extension of the nearby established residential streets and tree canopies. If a few of the housing units on the entire site were set back from the sidewalk, as suggested for articulation of

building facades, at least some of the mature trees on those blocks could be saved; they would add significantly to the ambiance and value of those blocks. In particular, there are two very mature perimeter trees that should be given special attention - east side of North Pitt just beyond the Oronoco intersection, and south side of Oronoco just before the North Royal intersection.

We believe a written opinion from the City's Arborist would help determine which trees are possible to retain. Although the developer has committed to replacing lost trees with a specified trunk diameter according to an approved landscaping plan, we recommend the tree diameter be as substantial as possible. We understand the development plan includes safeguards that the trees are guaranteed by the developer, which we support.

There are three or four very large trees within the project that might be retained with slight modification or setback of some units. Here, employing a little creativity to preserve mature trees could add significantly to the outdoor ambiance of the space. As with the perimeter trees, an opinion from the City's Arborist would be very helpful in determining the ultimate disposition of the interior trees.

Rear Facades.

The materials and finishing details on the rear of the units should be upgraded and more design variation introduced. Specifically, in addition to the previous point regarding vinyl, garage doors should be of high quality, design, with varying but complimentary paint color. The backsides of the units should differ from unit to unit, as do the front facades. Because the rear of some units will be clearly visible from several streets, they should look attractive and not give the impression of a back alley. These rear facades should be just as attractive as the front.

Parking.

Parking should be reviewed realistically in terms of adequacy and accessibility. The project does not provide any of the required 46 spaces for visitor parking. The total parking requirement is 303 spaces, and 294 are being provided. Thus a total of 55 spaces of required parking is missing.

There are three proposals to address the inevitable impact this development will have on the availability of on street parking in the area. First, it is becoming customary in new residential developments in Old Town to **disallow on-street parking stickers** because residents have adequate off-street parking within their units. **We would like that policy to be clearly stated for this development.**

Second, to reinforce use of resident off-street parking, the rules of the Home Owners Association (HOA) should disallow use of garages for storage to the extent that the storage precludes putting a car in the garage.

Third, as mentioned above ARHA data suggests excess parking for ARHA units. We recommend the excess be allocated to visitor parking on the interior roadways.

Mail Delivery.

Units should have individual mail service and there should be no banks of mailboxes on or near sidewalks. Banks of mailboxes are unsightly, generate trash, and invite graffiti and break-ins. We recommend and request the City/ARHA request a waiver from the regulation that governs single point of delivery.

Homeowners Association.

Membership in the Homeowners Association should be made a condition of sale. Additionally, the HOA should be responsible for not only all common area maintenance but also for all exterior building maintenance (painting, shutters, roofs, etc.). Consistent maintenance standards will ensure high quality finishes and uniform visual impact, thus enhancing chances for long-term success for this high density, mixed income project.

Handicapped Accessible Units

It is our understanding at least 12 units have been designed for handicapped citizens. We strongly urge that all designed units be assigned to handicapped residents.

Summary

In general we support the overall design and development approach to this difficult, high-density project and believe implementation of the above recommendations and suggestions will improve the attractiveness and value of the project.

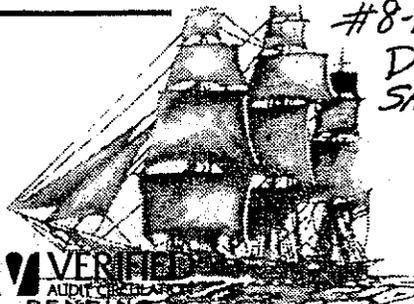
DSUP 2002-0029

You can reach us by phone in area code 703, as follows: Ms. Brita 548-9586; Ms. Menard 549-0137; Ms. Merck 549-5506. Should you prefer email, our addresses, respectively, are: Susan.Brita@mail.house.gov; ammpa@aol.com; cmerck@comcast.net.

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DSUP 2002.0029
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ALEXANDRIA FOR OVER 200 YEARS • A CONNECTION NEWSPAPER

NOVEMBER 27, 2002

ARC Sues HUD Over 'The Berg'

BY CHUCK HAGEE
GAZETTE

Alexandria Resident Council, Inc., [ARC] has initiated a federal lawsuit against the U.S. Department of Housing and Urban Development [HUD] alleging they "violated federal law by denying public housing residents the opportunity to purchase the Samuel Madden (Downtown) public housing project" known as "The Berg."

Dropping the bombshell at the commencement of Monday night's meeting of the Alexandria Redevelopment and Housing Authority [ARHA] Board of Commissioners was Thomas "Pete" Jones, the newest member of that Board and ARC president. "The residents have been trying to purchase this property since 1996 ... These attempts to deny the rights of public housing residents to buy their own homes are outrageous," Jones said in the press release announcing the suit.

Filed in federal district Court in Washington, DC., on November 25, ARC is represented by the Lawyers' Committee for Civil Rights Under Law [LCCRUL], a national civil rights legal organization. It alleges

"that beginning in 1996 ... ARC ... sought to purchase Samuel Madden." The complaint details "how ARHA, and now HUD have stood in the way of ARC's opportunity to purchase and have also prevented the residents' involvement in the redevelopment of their homes."

LCCRUL FURTHER ALLEGES in their press release, "ARHA wanted to sell Samuel Madden to a private buyer, however, federal law requires that before public housing projects are sold, residents must be given the first opportunity at purchase ... the lawsuit alleges ... that ARHA has improperly denied ARC's opportunity and right to purchase Samuel Madden."

Having no official knowledge of the suit prior to Jones' announcement at the meeting, there was no response from the Board Chairman, A. Melvin Miller, said "We have not been served, I don't know if we are going to be served, and I have not seen the suit so I cannot react at this time." ARH executive director, William M. Dearmar was directed to get a copy of the suit for review and analysis.

ARHA is presently in the final stages of
SEE LAWSUIT. PAGE 3

NEWS

'Bombshell' Lawsuit over Berg

FROM PAGE 1

negotiating a contract with the chosen developer of the site, Eakin/Youngentob. The plan is expected to go to the Alexandria Planning Commission in the near future. Wrecking Corporation of America was approved as the designated demolition contractor for The Berg without discussion as part of Monday night's consent calendar.

"We don't want to delay the project, in fact we welcome the opportunity to work with the current ARHA commissioners and staff. We just want justice and for HUD to stand up for public housing residents, both of which have not happened," Jones said in the press release. Jones is one of those commissioners.

FOLLOWING THE MEETING, Dearman said, "I'm fearful that this action will, in fact, delay this project and could even discourage the developer from moving forward. That would be tragic since this has dragged on for so long. I hope it is resolved quickly and we get on with it."

Earlier this year, ARC appealed ARHA's actions to HUD, who promptly denied ARC's appeal, according to LCCRUL. They further allege, "HUD's denial

of ARC's appeal violates federal law and represents a dramatic reversal of positions that HUD has taken both in Alexandria and across the country."

"I'm fearful that this action will, in fact, delay this project and could even discourage the developer from moving forward. That would be tragic since this has dragged on for so long. I hope it is resolved quickly."

Additionally, LCCRUL asserts, "When HUD denied ARC's request ... it claimed that the requirement to offer the residents that ability to buy the public housing project is a one-time requirement that was satisfied by ARHA's 1998 offer."

Local lawyer Paul Fiscella, who has long represented ARC in this matter, and is working with LCCRUL on this action, said, "That this previous offer satisfies federal law is unconscionable given that ARHA and the City of Alexandria have dramatically improved the terms of the sale for the private buyer.

"Federal law demands that ARC be given an opportunity to purchase on as favorable terms as any private developer. The lawsuit is about ARHA, and now HUD, failing to meet that requirement."

HUD has 60 days to answer, according to LCCRUL attorney, Matthew Clash-Drexler.



23
PH

Table 6.1 Subjective Perception of STC Values*

| STC | FSTC | Subjective description | | | |
|--------------|---------|---|---|---|--|
| 30 | 22 - 25 | <p>This is just wonderful</p>  | → | <p>This is just wonderful</p>  | Most sentences clearly understood. |
| 40 | 32 - 35 | <p>This is just wonderful</p>  | → | <p>This wonderful</p>  | Speech can be heard with some effort. Individual words and occasional phrases heard. |
| 50 | 42 - 45 | <p>That is absolutely crazy</p>  | → | <p>That absolutely.. crazy</p>  | Loud speech can be heard with some effort. Music easily heard. |
| 60 | 52 - 55 | <p>That is absolutely crazy</p>  | → |  | Loud speech essentially inaudible. Music heard faintly; bass note disturbing. |
| 70 | 62 - 65 |  | → |  | Loud music heard faintly, which could be a problem if the adjoining space is highly sensitive to sound intrusion, such as a recording studio, concert hall, etc. |
| 75 and above | |  | → |  | Most noises effectively blocked. |

* This table assumes a reasonably quiet background noise level in the receiving room — NC 35 or less. See Chapter 8 for NC values.

Memo

To: **Planning Commission
City Council**

Subject: **Samuel Madden Homes**

Date: **November 2002**

SF
BR
KJ
JF

The Urban Design Advisory Committee of Old Town North [UDAC] met on November 13th to discuss the above referenced project. Four of the five members were in attendance. The meeting was also attended by the developer, his attorney, and the project design team as well as Jeff Farmer of the City Planning Staff.

It is our understanding that this project has been seen by much of the surrounding community prior to our review. The following are our comments and suggestions for this project:

Site Development. The planning of this project has been skillfully done with the reduction of the number of units for this project to 152 and the handling and integration of the subsidized units into the overall site plan. The position of the units with reference to the streetscape reinforces and extends the Old Town pattern as one moves from south to north. The use of courtyards and the introduction of new brick paved street is a concept we strongly support.

A by-product of this concept however, is a parking alley, which will not be a pleasant space, but it will not be viewed from the street. We feel that paving for the drive from the street should be a material other than asphalt: perhaps matching the brick paving. The developer stated that the drive drops 10 feet. We believe that not all drives have a severe drop.

When a unit or units are visible from the street through this access drive, the developer has agreed to use the same building material as that used on the front face of the unit.

Since this parking access is not visible from the street we believe it should be well lighted for safety reasons. The lighting should be site lighting on a timer and not controlled by the individual unit.

The courtyard as yet is not clearly developed but we support keeping the children's play area to a minimum and increasing the site amenities, such as landscaping to include benches, walks and site lighting.

Landscaping. There has been some previous discussion by staff and the community about saving some of the forty-two trees on the perimeter of the site. Some of our members are professionals in the field and from our experience it is problematic that these trees will remain healthy with all the utilities that will be required for the one hundred and fifty-two units. As a compromise, we support the largest caliper size for the new trees on the perimeter.

There are some trees in the courtyards that were asked to be saved. As presented to us, one of the trees will require a seven-foot well with a twenty-foot diameter. Staff has suggested lowering the courtyard grade. We are in favor of maintaining the largest possible usable courtyard and if that means a solution as described to us, we would not favor saving this tree. Here again, its saving is problematic.

Unit Elevations. The elevations provide variety on the perimeter with variation of rooflines, heights and materials. These variations meet the Old Town North Guidelines. The multifamily unit setbacks were discussed at length. We agreed that these eighty-seven feet long units could not be setback without sacrificing the parking flow at the first level and even if that could be overcome, there is little room on the site to accomplish this.

It is our understanding that the back of all the units will have a material that will not match the front of the units. Except as noted for the access drives. It is also our understanding, this material will not be visible from the street. Though we have not in the past, advised positively for this approach, it may be appropriate in this special situation.

Parking. ARHA has stated that their units require .8-parking spaces. The developer has provided 1.8 spaces for these units. We support this decision. To reduce the parking would be shortsighted. Further it would not translate to greater open space use.

Community Association. The key to the maintenance and success of this project is the strength of its Community Association. Anything the planning Commission, Planning Staff, City Council and its legal staff can do to reinforce the by-laws and their enforcement is supported by UDAC.

This project meets the Urban Design Guidelines of Old Town North. UDAC recommends our recommendations under consideration during your discussion.

Respectfully submitted,



frd@sprintmail.com
11/28/2002 10:51 PM

To: Eileen Fogarty@Alex
Subject: Samuel Madden Homes Redevelopment Plans

11/28/02

Dear Ms. Fogarty:

We are homeowners whose property is directly across from the proposed redevelopment. (Corner N. Pitt & Princess Streets)

We concur with the suggestions and recommendations expressed in the Memorandum to you from Ms. Brita, Ms. Menard and Ms. Merck.

We hope you will convey our thoughts to the Planning Commission and that they will see fit to incorporate them into the requirements they specify for the project.

Thank you.

Connie & Frank Dunaway, 335 North Pitt Street

8-B. DSUP 2002-0029
SAMUEL MADDEN HOMES



LindaMailRSVP@aol.com

To: Eileen Fogarty@Alex
Subject: Nov 25 Memo

11/30/2002 04:49 PM

Dear Ms. Fogarty,

I reside at 418 Princess Street in Alexandria - directly across from the Samuel Madden Homes in The Berg. This e-mail is in support of recommendations made to you in a November 25, 2002 memo regarding the redevelopment of those homes. I believe the recommendations that Susan Brita, Marilee Menard and Carolyn Merck made were well thought out and if accepted, would greatly enhance the entire project. If you have questions, please contact me via return e-mail or by telephone at 703-549-0871. Thank you.

Linda L. Lee

Revised Conditions Agreed Between Applicant and Staff (December 3, 2002):

1. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
 - a. The units shall be refined to provide traditional design and materials more consistent with each architectural style that should include the following:
 - i. The roof form for the Victorian façades shall be revised to be more appropriate type for that style.
 - ii. In Victorian buildings in general, ground floor windows are the largest, and window sizes get progressively smaller on upper floors. On exterior walls of buildings in this style, transoms are typically over doors but not windows; this elevation appears to indicate ~~dormers~~ transoms over windows, revise the plans to address these issues.
 - iii. For the Colonial style facades, with the front entry raised above the grade, accessed by a brick stoop, the siding shall stop at the floor level, with a brick foundation wall below. The dormer windows shall be smaller than those on lower floors.
 - iv. For all of the units the width of shutters needs to equal half the width of the adjacent window.
 - v. The treatment of the rear elevations visible ~~from the~~ public streets shall be revised to provide more traditional window fenestration.
 - vi. Units J and A shall provide ~~an~~ window treatment on the first floor to provide an opaque screen that provides the appearance of habitable space to screen the parked cars to the satisfaction of the Director of P&Z.
 - b. The materials for the front of each unit shall be limited to masonry, precast concrete, cementious or wood siding as generally depicted on the preliminary plans.
 - c. The rears of units that are visible from the public ~~street or~~ private streets (excluding the alleys) shall be masonry or cementious or wood siding that shall be the same treatment as the front of the unit and treated architecturally with a level of detail consistent with the front elevations.
 - ~~d. The use of vinyl siding and other similar materials shall not be permitted.~~
 - e. The units shall continue to provide varying roof materials such as composite shingles and metal roofs as depicted on the preliminary plans.
 - f. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from ~~the~~ public streets. Details on the screening methods shall be indicated on the final site plan.
 - g. The roof-top decks that will be visible from the alleys on Pendleton, Oronoco and Princess Streets shall include railing spacing no greater than 2.5" between railings to provide screening for the balconies.
 - h. Color elevations shall be submitted with the final site plan.

- i. All refinements to the design and materials shall be revised prior to the release of the final site plan. (P&Z)
2. Architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line. (P&Z)
3. The units with stoop heights greater than 2-3 ft. above the grade of the sidewalk shall be revised to provide internal stairs or other design alternatives to reduce the exterior stoop height. The stoops for all lots shall be no more than 2-3 ft. above the grade of the sidewalk and must be designed as an integral part of each unit. (P&Z)
4. The vents for the underground parking shall be painted to match the color of the building and shall not exhaust onto the external or the internal sidewalks. (P&Z)
- 5.- Buildings # 5, 6, 13 and 18 shall provide a minimum of three feet building variation (articulation) from the adjoining townhomes adjacent to the public streets ~~frontages~~frontage. Dimension lines shall be provided on the final site plan to ensure the three foot variations. (P&Z)
- 6.- The townhouse garages shall contain a minimum unobstructed dimension of 18 ft. x 18.5 ft. for ~~each of the two spaces~~, excluding Unit J which may have two compact parking spaces. Each of the townhouse ~~garagegarages~~ shall also provide a sufficient area for a city standard trash can. The partially below grade parking shall provide parking spaces and drive aisles that comply with the minimum dimension requirements of the Zoning Ordinance. The parking space and drive aisle dimensions shall not include the columns. Provide dimension lines of drive aisle widths on the final site plan. (P&Z)
7. A maximum of two parking spaces may be assigned for each market rate unit within the partially below grade garage. (P&Z)
- 8.- The applicant shall provide controlled access into the underground garage. The controlled access shall be designed to allow convenient access to the underground parking to the satisfaction of the Director of P&Z. (P&Z)
- 9.- None of the market rate or public housing residents of the development shall be eligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8-71. - (P&Z)
10. The internal courtyards/common areas shall provide the level of detail and amenities depicted on the preliminary plan and at a minimum the courtyard shall also provide the following to the satisfaction of the Director of P&Z.
 - ~~a. Focal elements such as a sculpture within the courtyard to provide a focal element that is an appropriate scale for the space of the courtyard.~~
 - ~~ba.~~ Amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping etc. shall be provided within the courtyard to encourage its use.
 - ~~eb.~~ The wall adjacent to the internal courtyards streets shall be limited to a maximum height of 3.5 ft. as shown on the approved development plan ~~tall~~. In addition, the guardrail over the brick wall shall be 50% open. The walls for the internal courtyard shall be brick as generally represented in the preliminary plans.
 - ~~ed.~~ Decorative metal gates shall be provided for the overland relief points for each block.
 - ~~ed.~~ Provide a detail of all walls and fences on the final site plan.

fe. The applicant install a minimum of two recreational "tot lots" within the two interior courtyards for the use of the market rate and public housing residents. One of the "tot lots" shall be designed for the 1-4 year old age group, the second "tot lot" shall be designed for the 5-8 year old age group. The "tot lots" shall include all the necessary ~~equipment~~equipment and materials and other items such as fencing or landscaping as deemed necessary by the Department of Parks & Recreation, Planning and Zoning and ARHA. The maintenance for the on-site recreational equipment shall be the responsibility of the Homeowners Association. All equipment and other improvements shall be installed prior to the release of the last certificate of occupancy permit for each block.

gf. The material for the internal private street within each block shall be entirely decorative pavers. (P&Z)

11. A minimum 6 ft. wide unobstructed (excluding tree wells, stoops, etc.) brick sidewalks shall be provided along each public street frontage as recommended by the Old Town North Urban Design Guidelines. The sidewalks shall maintain a minimum width of 14-15 ft. (4 ft. tree well, 6 ft. unobstructed sidewalk, 4-5 ft. stoop or stairs) and/or a planting area (foundation plantings) adjacent to each unit. (P&Z)
12. The sidewalks on Princess, Oronoco and Pendleton Streets shall continue over the proposed alley curb cuts to provide an uninterrupted brick sidewalk. In addition, the sidewalks on Royal and Pitt Street shall continue over the proposed curb cut for the internal private street to provide an uninterrupted brick sidewalk. (P&Z)
13. The surface for the alleys that are visible from the public right-of-ways shall be stamped and colored bomanite concrete or brick pavers to the satisfaction of the Director of P&Z to reduce the perceived expense of pavement of the alley. —(P&Z)
14. The street light detail shall be the Virginia Power colonial light fixture for all public and private streets for the development to the satisfaction of the Director of T&ES. (P&Z)
15. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RC&PA. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
 - a. All street trees shall be planted in a continuous planting trough with aeration, drainage and irrigation systems. The trough shall be large enough to provide sufficient arable soil volume to support adequate moisture for the tree. A planting trough for a single tree shall contain a minimum of 300 cubic feet of soil. Troughs shall be a minimum of thirty inches deep and six feet wide from the face of curb.
 - b. An irrigation system shall be provided for the tree troughs.
 - c. The street trees shall be a minimum of ~~4" - 5" - 1 1/2"~~ - 4" caliper at the time of planting.
 - d. The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets through bond release. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.
 - e. The tree wells shall be a minimum dimension of 4 ft. x 6 ft. as generally depicted on the preliminary plan.

f. The tree wells shall include City standard decorative tree grates.

g. The undisturbed tree preservation area for the 24" caliper oak tree to be preserved shall be increased to 30 ft x 40 ft. No construction, grading, filling or utilities shall be occur within this area.

h. The tree preservation methods shall be prepared by a certified arborist or other horticultural professional with a demonstrated expertise in tree preservation in urban areas. The tree preservation plan shall be submitted with the submission of the final site plan. The applicant shall perform all necessary enhancements for the street trees such as watering/fertilizer, etc., that are required by the tree preservation plan prior to construction/grading of the site.

i. All proposed tree protection details shall be depicted on the final site plan and shall be installed prior to any site or utility work and maintained throughout the construction process. The tree preservation methods shall be installed and inspected by the City Arborist prior to any construction, demolition, grading or utility work for the site.

j. The landscape bond shall be retained for a minimum of 48 months from the date of the last certificate of occupancy permit to ensure that the proposed 24" caliper Oak tree to be saved has survived the construction process. At the end of the 48 month period, the applicant shall remove and replace the tree and replace with a 8"-10" caliper tree and perform all necessary grading if determined necessary by the Directors of P&Z and PC&PA. The amount of the landscape bond shall be determined by the City Arborist.

k. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.

l. The location of all light poles shall be coordinated with the street trees.

m. As private trees mature they are to be limbed up by the HOA to a minimum 6 feet. Trees are not to be planted under or near light poles.

n. The maximum height for the shrubs is 36 inches.

o. All landscaping shall be maintained by the HOA in good condition and replaced as needed.

p. All plant materials and specifications shall be in accordance with the current and most up to date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C. (P&Z)(Police)

16.- The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the first final site plan for the project. At a minimum, the plan shall include the following:

a. Phasing for each block and each required public improvement (streets, traffic signals, sidewalks, etc.).

b. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.

c. A plan for temporary pedestrian and vehicular circulation during construction.

d. A parking plan for construction workers will be prepared that provides on-site parking for all construction workers. ~~The developer shall secure off street locations~~ Only after best efforts are made to park without charge and shall provide transit subsidies to workers for utilizing transit, van pools, or another method of providing for construction workers to arrive at the site. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. sufficient parking on-site for the construction workers, will construction workers be allowed to park along curbs abutting the development site, to the satisfaction of Director of P&Z.

e. Provisions in the event construction is suspended for 6 months or more for:

1. temporary streetscape improvements
2. removal of debris
3. screening and barrier protection of construction areas and interim open space improvements.

f. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z)

17. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)
18. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
19. All existing and proposed utility poles and overhead electrical/telephone lines for both blocks shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. All transformers shall be located adjacent to the internal alleys as depicted on the preliminary plans- or as approved by the Director of P & Z. (P&Z)
20. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future market rate homeowners and public housing residents the requirements of this development special use permit, including the restrictions listed below. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
 - a. Individual townhouse garages and spaces within the partially below grade parking garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.

26. The applicant shall attempt to secure mail delivery to individual homes from the USPS. If such delivery cannot be secured, a ~~single~~two ganged mailbox~~s~~mailboxes per block shall be permitted within the development located within the alley to the satisfaction of the Director of P&Z. (P&Z)
27. The applicant shall be allowed to make minor adjustments to the building locations if the changes do not result in the loss of parking, open space, or an increase in the building height or building footprint. (P&Z)
28. General Note # 13 on sheet C-4 that states "all site plans are subject to revisions by the developer" shall be eliminated. All changes to the site plan where will require a minor or major site plan amendment as defined by the Zoning Ordinance. (P&Z)
29. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
30. Submit a building location survey to the Planning and Zoning staff prior to applying for a certificate of occupancy permit for each unit. (P&Z)
31. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. A separate sales trailer will require approval of a special use permit approved by City Council. (P&Z)
32. Temporary structures for sales personnel, as well as sales/marketing signs, shall be permitted, with the size and site design for such temporary structures, including signs, subject to approval by the Director of Planning and Zoning. (P&Z)
33. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)
34. All utility structures (except fire hydrants) shall be located out of view of public property and rights-of-ways and shall be screened to the satisfaction of the Director of Planning and Zoning. (P&Z)
- ~~35-~~35. To provide an historical record of the existing buildings, the applicant shall submit large scale 4" x 5" negative black and white record photographs to Historic American Building Survey Standards of the facades of the buildings of Samuel Madden within each block. Two sets of these photographs together with the one set of negatives shall be deposited at both the Special Collections, Alexandria Library as well as the Alexandria Archives and Record Center prior to the issuance of a building permit; physical design detail elements to be determined at the discretion of the Director of the Lyceum are to be removed and deposited in the collections of the Lyceum in consultation with staff of the Department of Planning & Zoning; preparation of a history of the buildings and its occupation shall be prepared by an historian meeting the Secretary of the Interior's qualifications and approved by Planning & Zoning staff prior to the issuance of a building permit. (P&Z)
- ~~36-~~ The proposed street trees adjacent to the public street, internal private streets and alley intersections shall be setback and additional 5 ft. from the intersections and be limbed up to the satisfaction of the Director of T&ES, the Director of P&Z, and the City Arborist to ensure adequate visibility. The relocated tree and the adjoining tree will be spaced approximately 25 ft. on-center. The remaining street trees will continue to be 30 ft. on-center as depicted on the

preliminary landscape plan. The number, species and type of street trees depicted on the preliminary landscape plan shall continue to be provided on the final landscape plan. (P&Z)

- 37-37. Developer to comply with the peak flow requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
- 38-38. Solid waste services shall be provided by the City. In order for the city to provide solid waste service, the following conditions must be met. The development must meet all the minimum street standards. The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the city or provide containers that are compatible with city collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
39. All refuse/recycling must be placed at the City right-of-way or at locations within the alley entrance throats approved by the Director of T&ES. Refuse collection shall be permitted from the public streets provided that refuse is not stored adjacent to or visible from the street prior to collection. (P&Z)(T&ES)
40. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (P&Z)
- 41-41. The applicant shall modify the concrete "bump-outs" within the proposed alleys to facilitate ~~24'~~^{24'} maximize turning movements into the townhouse garages, to the satisfaction of the Director of T&ES. (T&ES)
- 42-42. The internal private street entrances shall be ~~15~~¹⁴ wide and provide 25' turning radius for solid-waste trucks. The internal portion of the streets can continue to be 13 ft. as depicted in the preliminary site plan. (T&ES)(P&Z)
- 43-43. The applicant shall provide two (2) stamped asphalt pedestrian crossings, one at N. Royal Street and Pendleton Street and one at N. Royal Street. and Princess Street., or the applicant shall provide \$8,000 for T&ES to install pedestrian crossings. The amount shall be paid prior to the release of the final site. (T&ES)
- 44-43. Remove and relocate all sanitary sewers from private alleys to public and private streets, and show on plans the sanitary sewer laterals. (T&ES)
- 45-44. Provide a separate sanitary sewer lateral for each unit. (T&ES)
- 46-45. The applicant is advised that all storm water designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
- 47-46. Provide ^{all} ~~all non-mechanical and/or non-electronic~~ pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)

- 48-47. Plan must demonstrate to the satisfaction of director of T&ES that adequate storm water outfall is available to the site or else developer is to design and build ~~any on or off site improvements~~ ~~replace inadequate stormwater system up to discharge to an adequate outfall one pipe run downstream.~~ (T&ES) *build any on or off site improvements to discharge to an adequate outfall.*
- 49-48. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
- 50-49. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
- 51-50. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
- 52-51. Provide sixteen (16) city standard street cans, to the satisfaction of the Director of T&ES. (T&ES)
- 53-52. A new sanitary sewer main shall be constructed resulting in the separation of the sanitary sewer and discharge of sewage into the Potomac Interceptor. At a minimum the main shall be designed and constructed in conformance with the following: (1) the sanitary sewer main shall be a gravity sewer, and (2) the sanitary sewer shall accept all the sewage flows from the proposed development and from the separated sanitary sewers currently discharging into the combined sewer at the intersection of Royal Street and Princess Street. The final size and alignment shall be approved by the Director of Transportation and Environmental Services. Preliminary analysis estimates the size of the sewer to be 12-inch. Cost for construction can be applied against sewer tap fees (estimated \$420,000). If the cost is greater than the tap fee the remainder can be applied against the requirements for the City's Chesapeake Bay Program. Cost for Chesapeake Bay program will be figured by estimating total BMP treatment cost for project (estimated \$435,000). The estimate for total BMP treatment cost may be reduced if the applicant demonstrates to the satisfaction of the Director of T&ES that on-site BMP treatment meeting the water quality treatment requirements would cost less than \$435,000. Monies not encumbered in the construction of the sewer main will be paid into the City's Environmental Restoration Fund. By completion of this requirement applicant will comply with the City's Chesapeake Bay Program. (T&ES)
- 54-53. Due to the historic uses at the site and the potential for contamination, the applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
- 55-54. The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.

d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment. Submit 5 copies of each of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

~~56-55.~~ Due to the close proximity of the site to airport traffic the following conditions shall be included:

~~a-a.~~ The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD)

~~b. b~~ Identify options to minimize noise exposure to future residents at the site, including special construction methods to reduce noise transmission, i.e.:

1. Triple-pane glazing for windows
2. Additional wall and roofing insulation.
3. Installation of resilient channels between the interior gypsum board leaf and the wall studs.
4. Others as identified by the applicant.
5. If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Directors of Planning & Zoning and T&ES. (T&ES) (P&Z)

~~57-56.~~ Submit a Health and Safety Plan (HASP) indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood and the environment. Submit 5 copies for review, and include approved HASP in final site plan. (T&ES)

~~58-57.~~ All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. (T&ES)

~~59-58.~~ The stormwater collection system is part of the Potomac River watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director T&ES. (T&ES)

~~60-59.~~ The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)

~~61-60.~~ A "Certified Responsible Land Disturber" must be named on the erosion and sediment control plan prior to release of the final site plan in accordance with Virginia Erosion Control Law. (T&ES)

~~62-~~ If fireplaces are to be included 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)

~~63-~~ Developer shall install bicycle racks for the development per the following criteria: one (1) space per 10 residential units and one (1) visitor space per 50 residential units, or portion thereof to the satisfaction of the Director of T&ES.-(T&ES)

64. An emergency vehicle easement conforming to standards for emergency vehicle easements of 22 18 ft. shall be provided in the following locations: 1) Running from North Royal to North Pitt Street between Proposed Buildings 3 & 6, and Proposed Buildings 5 & 8. 2)

Running from North Royal to North Pitt Street between Proposed Buildings 13 & 16, and Proposed Buildings 15 & 18. (Code Enforcement)

- ~~65-~~ An automatic sprinkler system shall be provided for this project. (Code-Enforcement)
- ~~66-~~ The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connections (FDC) to each building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) with ~~aan~~ ~~twenty-two~~ eighteen (2218) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (Code Enforcement)
- ~~67-~~ Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code-Enforcement)
- ~~68-~~ ~~Based on a history of sound transmission complaints, walls~~ Walls and floors that separate dwelling units shall have an STC and/or ITC rating of at least 60. (Code Enforcement)

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8-B. DSUP 2002-0029
SAMUEL MADDEN HOMES
as submitted to P.C. 12-3-02

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December 3, 2002

Eric R. Wagner, Chairman, and Members
Alexandria Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

RE: Samuel Madden Homes Conditions for Master Plan Amendment, Rezoning and DSUP Applications

Dear Chairman Wagner and Members of the Commission:

I am writing on behalf of my client, Eakin/Youngentob Associates (EYA) regarding the above referenced applications for the Samuel Madden Homes development. As you know we have been negotiating with staff on the proposed conditions of approval and have reached resolution on most of the conditions. I would like to take this opportunity to present our position regarding those conditions where we have not reached resolution with the staff.

Condition #3. The units with stoops greater than 2-3 feet above the grade of the sidewalk shall be revised to provide internal stairs or other design alternatives to reduce the exterior stoop height. The stoops for all lots shall be no more than 2-3 ft. above the grade of the sidewalk and must be designed as an integral part of each unit.

Applicant's Response: The units with stoops greater than 2-3 feet above the grade of the sidewalk shall be revised to provide internal stairs or other design alternatives to reduce the exterior stoop height. The stoops for all lots shall be no more than 2-3 ft. above the grade of the sidewalk and must be designed as an integral part of each unit. Where possible, stoop heights may not exceed 3 feet. The development has 17 stoops which exceed 3 ft - 7 stoops ranging 3-4 feet in height and 10 stoops ranging 4-5 feet in height. Up to 50% of the stoops ranging in height from 4-5 feet will be made of iron.

The proposed development contains 88 stoops on public streets. Using the site topography and design elements such as interior stairs, the applicant has been able to keep 61 stoops under the requested 3 foot height cap. Of the remaining 17, only 10 exceed 4 feet in height and of these the applicant proposes iron stairs for half of them to lessen the overall bulkiness of the stoop on the street face. The applicant believes that the percentage of stoops over four feet in height relative to the overall number of stoops within the development on public streets is well within the realm of acceptable height standards for stoops in historic projects and more recent developments.

Condition #5. Building #5, 6, 13 and 18 shall provide a minimum of three feet building variation (articulation) from the adjoining townhouses adjacent to the public streets frontage. Dimension lines shall be provided on the final site plan to ensure three foot variations.

~~Applicant's Response. Building #5, 6, 13 and 18 shall provide a minimum of three feet building variation (articulation) from the adjoining townhouses adjacent to the public streets frontage. Dimension lines shall be provided on the final site plan to ensure three foot variations.~~

In accordance with the Old Town North Urban Design Guidelines, the proposed plan orients the primary front facades of the units to the public streets to "reinforce the existing setback line" and in a manner that "preserves the continuity of the street wall." In fact, the Guidelines go as far as to say that "Irregular spacing between buildings should be avoided or minimized at the setback line." However, in response to staff's requests for more articulation, eight units were shifted back off the setback lines to provide more articulation and opportunities for greening the fronts of the facades with deeper gardens. (All units on public streets have planting beds adjacent to the stoops). On Pitt and Royal Street breaks between the units occur at every four townhouses or less. On Pendleton, Oronoco and Princess Street, breaks occur at every three townhouses or less. By comparison, most of the blocks in Old Town (both historic and new development) provide less relief on the setback line than what is being proposed in this development.

In addition to complying with the Guidelines, moving buildings further off the setback line or moving additional building is complicated by the very challenging site and programmatic constraints. Some of the original design parameters were to design a townhouse development (as opposed to a low-rise or mid-rise development that would not be as compatible with the existing neighborhoods) with as many front doors as possible; where ARHA and for market units were indistinguishable from each other; and where as much usable open space at the ground level would be provided. The current development plan accomplishes this in way that balances the needs of ARHA and their HUD requirements, and the needs of the developer in creating marketable units in a development with 1/3 subsidized units. Changing the site plan by moving units may on the surface seem a small matter. In fact, it upsets the very delicate balance between the requirements of the ARHA units and the market units and the overall feasibility of the development.

Condition 13: The surface of the alleys that are visible from the public right of ways shall be stamped and colored bomanite concrete or brick pavers to the satisfaction of the director of P&Z to reduce the perceived expanse of the alleys reducing the perceived expanse of the alleys.

~~Applicant's Response. The surface of the alleys that are visible from the public right of ways shall be stamped and colored bomanite concrete or brick pavers to the satisfaction of the director of P&Z to reduce the perceived expanse of the alleys.~~

The proposed site plan includes two interior paved private streets which are accessible to the public and provide on street parking for the residents. The alleys on the other hand provide access to the market townhouses' garages and to the multi-unit building garages and are designed to discourage use by anyone other than residents of the development. Not paving the alleys distinguishes them from the more accessible paved streets. In addition, the sidewalk paving continues where it crosses the mouth of the alley.

Condition 15a. All street trees shall be planted in a continuous planting trough with aeration, drainage and irrigation systems. The trough shall be large enough to provide sufficient arable soil volume to support adequate moisture for the tree. A planting trough for a single tree shall contain a minimum of 300 cubic feet of soil. Troughs shall be a minimum of thirty inches deep and six feet wide from the face of the curb.

Applicant's Response: All street trees shall be planted in tree pits. The pit shall be large enough to provide sufficient arable soil in volume to support adequate moisture for the tree. A planting pit for a single tree shall contain a minimum of 120 cubic feet of amended soil. Pits shall be a minimum of thirty inches deep and four by six feet wide from the face of the curb. Tree pits may extend under the sidewalk a maximum of one foot to a maximum overall size of the tree pit of five feet by eight feet.

Tree pits as proposed by the applicant provide a more than adequate environment for a street tree to grow.

Condition 15b. An irrigation system shall be provided for the tree troughs.

Applicant's Response. A manual, gravity irrigation system shall be provided for the tree trough.

The irrigation system will be maintained by the City. The applicant's proposes a system that requires less maintenance by the City than an automated system.

Condition 15f. The tree wells shall include City standard decorative tree grates.

Applicant's Response. ~~The tree wells shall include City standard decorative tree grates.~~

Tree grates are not a required by Code and are an additional maintenance expense for the City.

Condition 15g. The undisturbed tree preservation area for the 24" caliper oak tree shall be increased by 30ft x 40ft. No construction, grading, filling or utilities shall occur within this area.

Applicant's response. The undisturbed tree preservation area for the 24" caliper oak tree shall be ~~increased by 30ft x 40ft~~ shall be 20 feet. No construction, grading, filling or utilities shall occur within this area.

Increasing the size of the tree well may not increase the chances for preserving the tree and impacts the amount of usable open space in the courtyard.

Condition 66. The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connections (FDC) to each building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and remote point of vehicular access on site; e) emergency vehicle easements (EVE) with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (Code Enforcement)

Applicant's response. The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connections (FDC)

December 3, 2002

Page 4

to each mixed-use group building, one on each side/end of the building per USBC Code of Virginia; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and remote point of vehicular access on site; e) emergency vehicle easements (EVE) with a ~~twenty-two (22)~~ eighteen (18) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (Code Enforcement)

Only the multi-family buildings are required to provide fire department connections (FDC), one on each side/end of the building per USBC Code of Virginia.

Condition 68. Based on a history of sound transmission complaints, walls and floors that separate dwelling units shall have an STC and or ITC rating of at least 60.

Applicant's Response. ~~Based on a history of sound transmission complaints, walls and floors that separate dwelling units shall have an STC and or ITC rating of at least 60.~~ Walls and floors that separate dwelling units in market-rate units shall have an STC rating of at least 50 and an IIC rating of at least 45. In the multifamily ARHA dwelling units, walls and floors that separate dwelling units shall have an STC rating of at least 58 and an IIC rating of at least 60, excluding the kitchen and bathroom areas.

The applicant is not aware of complaints related to sound transmission in their other Alexandria projects and believes the proposed ratings provide adequate protection against sound transmission.

Thank your consideration of the applicant's' response to staff conditions.

Sincerely,



Jonathan P. Rak

Cc: Eileen Fogarty, Planning Director

Samuel Madden Redevelopment



**DSUP # 2002 -0029 REZ #
2002-0003, MPA # 2002-0004**

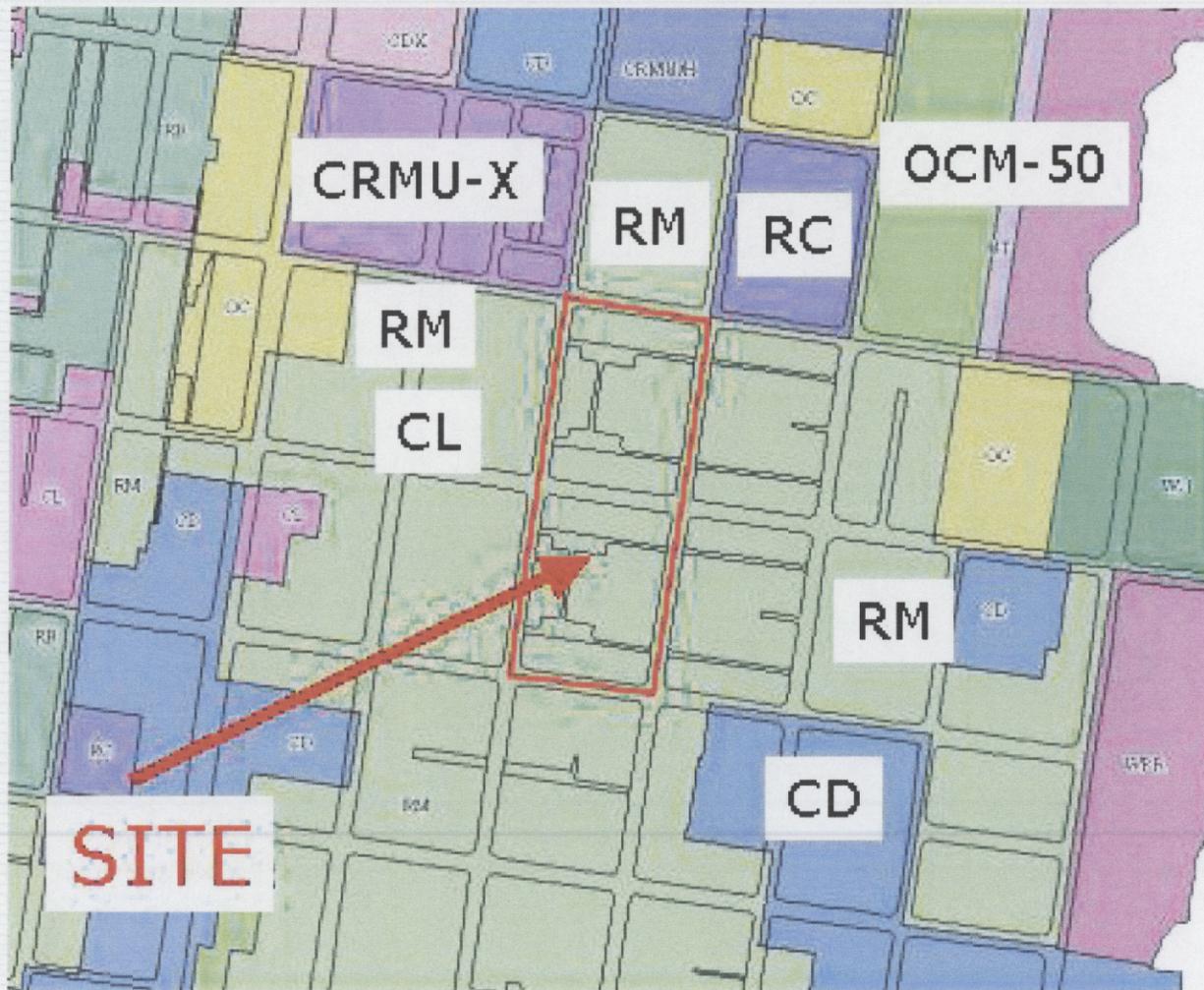


EXHIBIT NO. 3

11/4/12
12-14-02

Samuel Madden Redevelopment

REZONING ON-SITE



Existing
RM

Proposed
CRMU-X

Zoning
Proffer

Samuel Madden Redevelopment

REZONING

- | | |
|-------------------|-----------------------------|
| ❖ Current Zoning | RM-Residential Townhouse |
| <i>F.A.R.</i> | <i>1.5</i> |
| <i>Density</i> | <i>130</i> |
| ❖ Proposed Zoning | CRMU-X |
| <i>F.A.R.</i> | <i>2.5</i> |
| <i>Density</i> | <i>152</i> |
- ❖ Old Town North Small Area Plan
 - ❖ Old Town North Urban Design Guidelines

Samuel Madden Redevelopment

PLANNING COMMISSION ISSUES

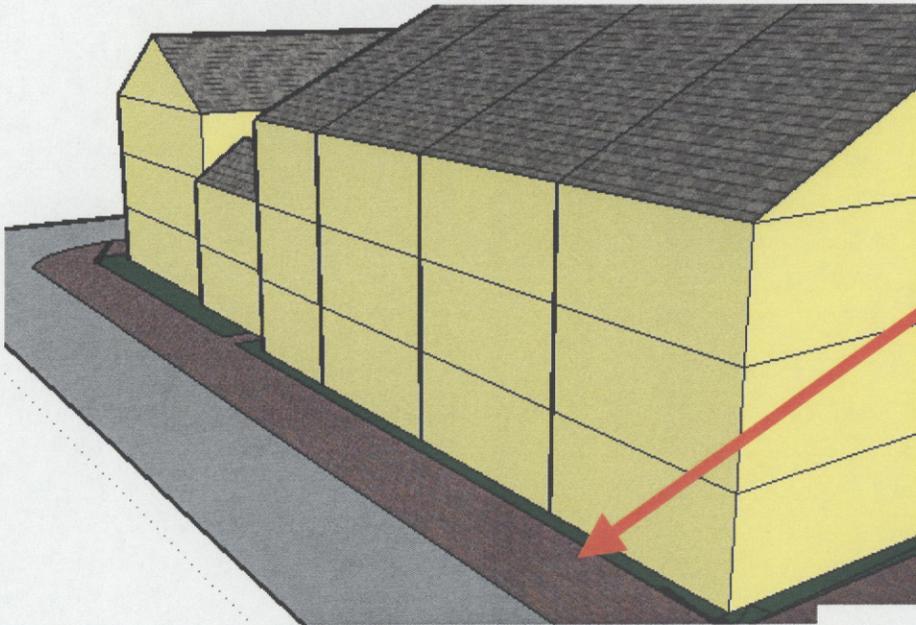
- ❖ High Quality Building Materials/Design.
- ❖ Parking –Residential Parking Permits.
- ❖ Quality Open Space – Trees.
- ❖ Building Articulation.

Samuel Madden Redevelopment

Building Articulation

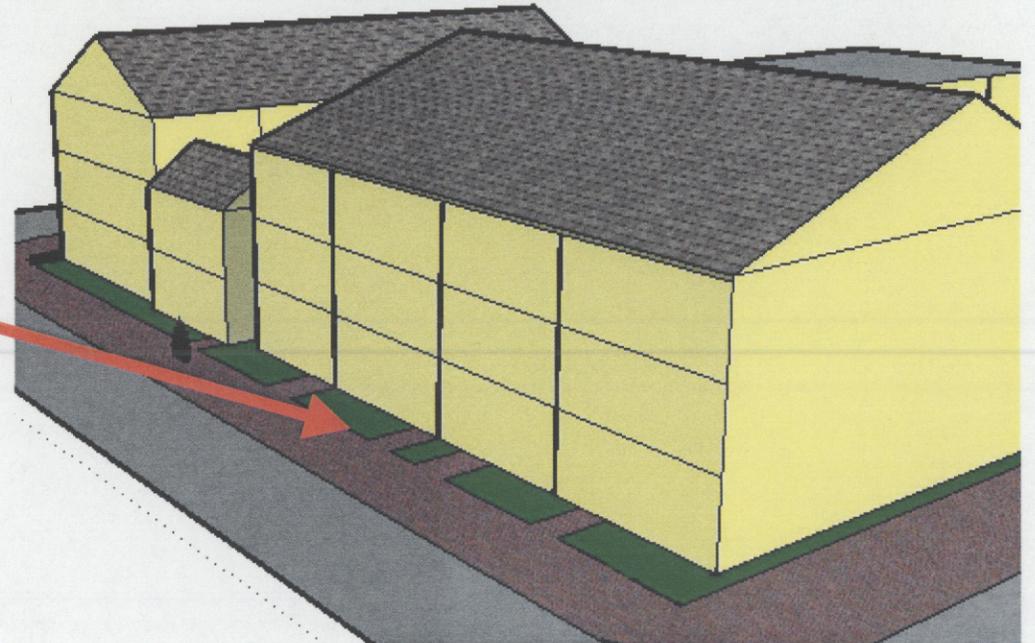


PROPOSED BY APPLICANT



4 ft landscape area and no building variation from the adjoining townhomes

PROPOSED BY STAFF



7 ft. landscape area adjacent to the street and 3 ft. building articulation from the adjoining townhomes

Samuel Madden Redevelopment

Building Articulation Proposed By Applicant



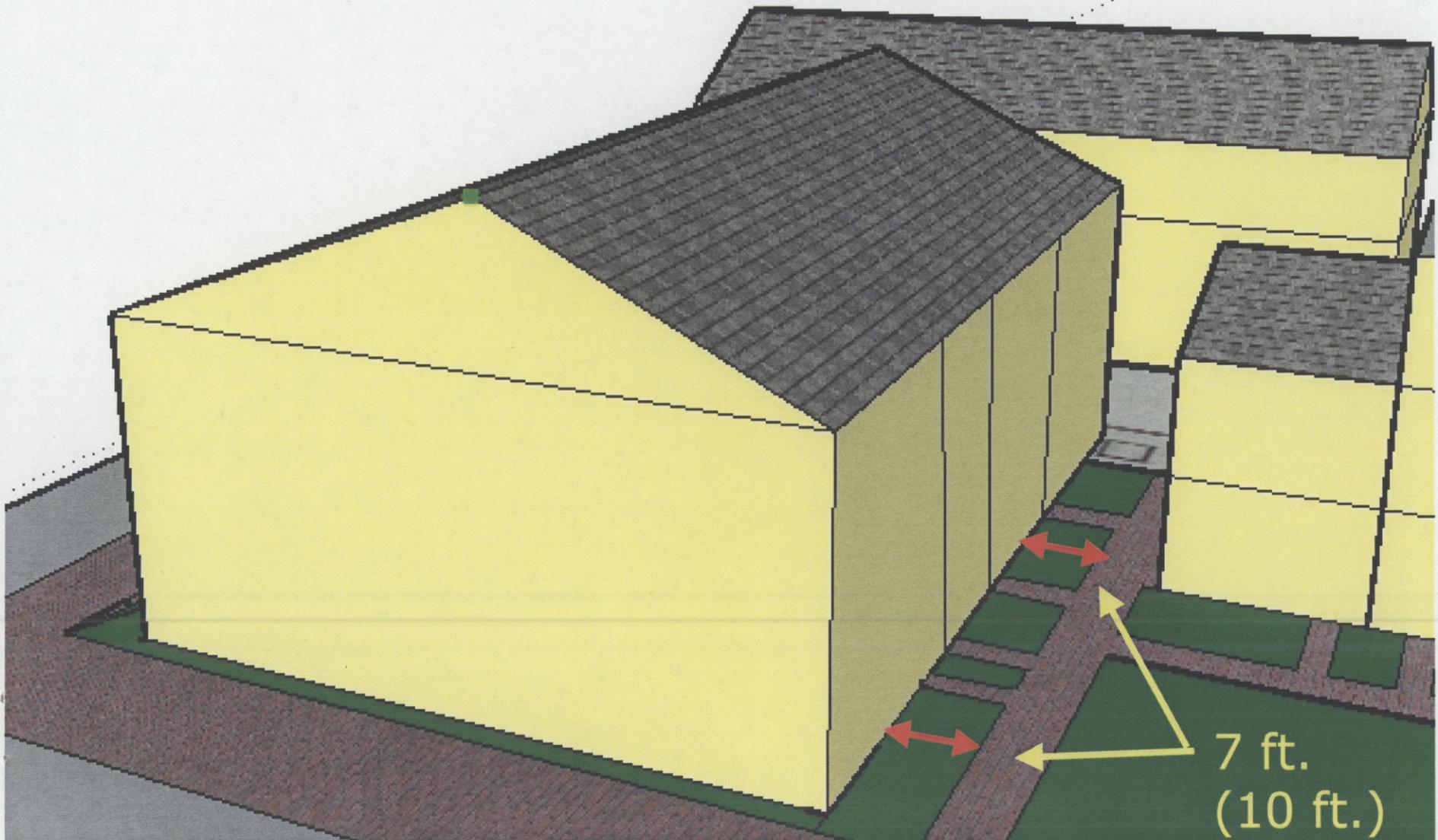
Proposed By Staff

Building Articulation



Samuel Madden Redevelopment

Interior Courtyard



Samuel Madden Redevelopment

SUMMARY

- ❖ Project is potentially a quality redevelopment of the two blocks, which has been a goal of the City, AHRA, and the neighborhood.
- ❖ The issue of building articulation and the issues with the staff recommendations are necessary to ensure compatibility with the adjoining developments and to enable the development to serve as model for redevelopment of public housing as part of a market rate proposal.

11 + 12
12-14-02

SALLY ANN GREER, Ph.D.
3801 N. Fairfax Dr., Suite 61
Arlington, VA 22203
Phone: 703 528 4388
FAX: 703 528 8556
E-Mail: SallyAnnGreer@msn.com

December 14, 2002
City Council Meeting

Docket Items: 11 and 12
Redevelopment of Samuel Madden Homes

Mayor Kerry Donley
Members of City Council

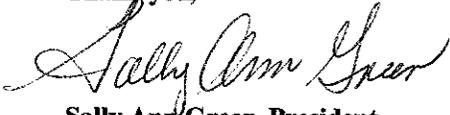
The members of NOTICe, North Old Town Independent Citizens Civic Association, endorse
And thank the City Planning Office for their recommendations concerning the redevelopment
Of the Samuel Madden Homes.

We request an additional segment of data.

We request that a written inventory of the trees on the property be prepared by the city arborist.

The existing trees on the perimeter of the property, especially the southern most block, appear to be
Healthy and if left standing would continue to soften and enhance the overall value and appearance
of this extremely dense development.

Thank you,



Sally Ann Greer, President
NOTICe

12

JF

APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN DSUP # 2002-0029

PROJECT NAME: Samuel Madden Homes (Downtown) Redevelopment
Samuel Madden Homes located on 2 city blocks bounded by
PROPERTY LOCATION: Pendleton St., Oronoco St., Princess St. & N. Pitt St. & N. Royal St.
064.02-10-44 ~~409 N. PITT ST.~~
TAX MAP REFERENCE: 065.01-01-05 **ZONE:** RM

APPLICANT Name: Eakin/Youngentob Associates, Inc.
1000 Wilson Boulevard, Suite 2720
Address: Arlington, Virginia 22209

PROPERTY OWNER Name: Alexandria Redevelopment and Housing Authority
600 North Fairfax Street
Address: Alexandria, Virginia 22314

SUMMARY OF PROPOSAL: Request for approval of a preliminary development plan
for special use permit for development of 152 residential units.

MODIFICATIONS REQUESTED: (See Nos. 1, 2, 3, 4) Attached

SUP's REQUESTED: (See Nos. 1 and 2) attached

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the 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 to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his knowledge and belief.

Jonathan P. Rak, Esquire, Agent

Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800
Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102

Signature
703-712-5411 703-712-5231
Telephone # Fax #

City and State Zip Code

Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: 9-18-02
 Fee Paid & Date: \$7,833.47 9-18-02
\$4,933.65 10-23-02

Received Plans for Completeness: _____
 Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: 12/3/2002 RECOMMEND APPROVAL 6-0

ACTION - CITY COUNCIL: 12/14/02PH--See attached. (Separate Motion)

SAMUEL MADDEN HOMES

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

10. SPECIAL USE PERMIT #2002-0080
801 BASHFORD LA
LEE'S MARKET
Public Hearing and Consideration of a request for a special use permit to operate a restaurant at the existing retail market and for a reduction of off-street parking; zoned RB/Residential. Applicant: Quetae Kim.

COMMISSION ACTION: Recommend Approval 6-0

City Council approved the Planning Commission's recommendation, with the exception of outdoor seating.

Council Action: _____

Docket item nos. 11 and 12 were heard together but were considered under separate motions.

11. MASTER PLAN AMENDMENT #2002-0004
REZONING #2002-0003
409 N PITT ST
Block bounded by N PITT, N ROYAL, PRINCESS, PENDLETON STS
SAMUEL MADDEN HOMES
Public Hearing and Consideration of a request for amendment to the Old Town and Old Town North Small Area Plan Chapter of the 1992 Master Plan and the Zoning Map to change the land use designation of the subject property from RM/Residential to CRMU-X/Commercial Residential Mixed Use. Applicant: Eakin/Youngentob Associates Inc., by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 6-0

City Council approved the Planning Commission recommendation.

Council Action: _____

- ~~12~~ DEVELOPMENT SPECIAL USE PERMIT #2002-0029
409 N PITT ST
Block bounded by N PITT, N ROYAL, PRINCESS, PENDLETON STS
SAMUEL MADDEN HOMES
Public Hearing and Consideration of a request for a development special use permit, with site plan, to construct residential townhouses; zoned RM/Residential. Applicant: Eakin/Youngentob Associates Inc., by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 6-0

Whereupon, a motion was made and seconded to approve the Planning Commission recommendation with the deletion of condition #5 and to amend Conditions 13, 15, 66 and 68 which the staff has already agreed to.

After clarification of the motion, the seconder withdrew his second and another second was made.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

12. (continued) Thereupon, a motion was made and seconded to amend the motion on the floor by substituting the deleted language [Option A] in Condition #5 with a new Condition #5 [Option B], as described in Attorney Rak's December 13, 2002 letter, so that Condition #5 now reads: "5. The widths of townhouses located on lots #1, 12, 44, 56, 57, 68, 100 & 112 shall be extended one foot into the sideyard setbacks for the entire length of the side facade. Townhouses located on lots #14, 25, 32, 43, 81, 88 and 99 shall extend into the front yard by a maximum of 18 inches along the length of the front facade."; and to amend items 13, 15, 66 and 68 which the staff has already agreed to; which motion to amend carried on a vote of 4-to-3.

Whereupon, Council returned to the main motion on the floor, as amended, and approved the Planning Commission recommendation with the change now to Condition #5, as amended, and to amend Conditions 13, 15, 66 and 68 as agreed to by the applicant and staff, so that Condition #5 now reads: "5. The widths of townhouses located on lots #1, 12, 44, 56, 57, 68, 100 & 112 shall be extended one foot into the sideyard setbacks for the entire length of the side facade. Townhouses located on lots #14, 25, 32, 43, 81, 88 and 99 shall extend into the front yard by a maximum of 18 inches along the length of the front facade."; which motion carried unanimously.

Council Action: _____

13. DEVELOPMENT SPECIAL USE PERMIT #2002-0033
1608-1706 W BRADDOCK ROAD & RADFORD ST
ARHA SCATTERED HOUSING - W BRADDOCK RD
Public Hearing and Consideration of a request for a development special use permit, with site plan, for construction of residential townhouses as affordable housing; zoned RB/Residential. Applicant: Alexandria Redevelopment and Housing Authority, by Harry P. Hart, attorney.

COMMISSION ACTION: Recommend Approval 6-0

Mayor Donley offered guidance to Attorney Gibbs, the applicant and staff as they go forward in their negotiations on the use of brick versus cementitious side. He stated that cost is an important consideration, and I don't want us to lose sight of that. We want to have a good quality project and to maximize the building materials, but cost is an important aspect.

DRAFT

CITY COUNCIL OF ALEXANDRIA, VIRGINIA
Regular Meeting – December 14, 2002

Partial Verbatim

* * * * *

11. **Master Plan Amendment #2002-0004 – Rezoning #2002-0003 – 409 North Pitt Street – Block bounded by North Pitt, North Royal, Princess, Pendleton Streets – Samuel Madden Homes, and**
12. **Development Special Use Permit #23002-0029 409 North Pitt Street – Block bounded by North Pitt, North Royal, Princess, Pendleton Streets – Samuel Madden Homes.**

* * * * *

- Euille: So I would like to, at this point and time, offer a motion, offer a motion—can we combine both docket items?
- Mayor: No, actually we need to take separate votes on them so, first would be the Master Plan amendment.
- Euille: So, I move the Planning Commission's recommendation for approval subject to the following changes: First of all would be the deletion of condition #5 –
- Mayor: Well, let's do the master plan first and then we'll do the special use permit.
- Euille: All right. I'm sorry. Move approval of the special use permit for the master plan.
- Pepper: Second.
- Mayor: Motion by Mr. Euille, seconded by Mrs. Pepper to approve the Planning Commission recommendation on item #11 which is a master plan amendment and a rezoning. Is there any further discussion? All those in favor say aye; those opposed, no. That passes unanimously. Item 12 has been read. Mr. Euille.
- Euille: This is the SUP for, well, let's see, first of all, I would like to move the Planning Commission recommendation for item 12 with the deletion of #5 and to amend items 13, 15, 66 and 68 which the staff has already agreed to.

Mayor: You have agreed to those amendments to 13, 15, 66 and 68 which were acknowledged in a letter from the attorney representing the applicant.

?? That's correct.

Mayor: And then your motion is also to delete condition #5 which relates to the articulation which would permit the –

Euille: The developer's plan.

Mayor: The developer to come in with a plan that he suggested. Is there a second to that motion?

Speck: Second.

Mayor: Seconded by Mr. Speck. Any discussion?

Speck: I want to be clear on what we had done regarding articulation, and the developer, I think had presented a compromise that was not all up at the property line versus the staff's all back. That's what we are adding. So,

Mayor: Actually, he is deleting condition 5 which would leave the original submission.

Speck: Which is what the, is that the developer's –

Mayor: No. That's of course the original.

Speck: Original recommendation which was all the –

Mayor: The developer's. That's what Mr. Euille has put on the table.

Rak: Mr. Mayor, just to clarify in my letter I put forth an option A and an option B. Option A would keep the buildings where they are without even moving them forward or moving them back.

Mayor: That's right.

Rak: And the other is the Option B which described, which brought some of the facades forward, and I think what Mr. Euille has made the motion on is option A as I understand it.

Mayor: That's correct. All right. So we have a motion and a second on that. Any other discussion?

Speck: I withdraw my second.

Mayor: Okay. Mr. Speck is withdrawing his second. Is there another second to the motion? It's been seconded by Mr. Cleveland. Now, is there discussion? Ms. Eberwein?

* * *

Speck: I thought B gets closer to that although not perfect. And I'm going to offer an amendment to do B and if it passes then it's part of the main motion. If it fails, we're back to Mr. Euille's motion with the A option. I would certainly, would have preferred that if that's what we end up. So,

Mayor: Okay. I motion by Mr. Speck to amend condition #5 to substitute language described as option B in the attorney's letter to the Council. Is there a second to the motion to amend?

Pepper: Second.

Mayor: It's been seconded by Mrs. Pepper. Is there any further discussion on the motion to amend?

Woodson: I'm not sure exactly what the language change is.

Mayor: The widths of the townhouses on lots 1, 12, 44, 56, 57, 68 –

Woodson: I've got that.

Mayor: Well, yeah?

Woodson: I got that. So perhaps I misunderstood what Mr. Speck was saying because he was – I thought he was amending condition B, I mean not condition B –

Pepper: He's recommending.

Mayor: No, he is offering an amendment to the motion which is on the floor replacing a new condition 5. The motion on the floor deletes condition 5. This is a new condition 5.

Woodson: I'm clear. Okay. I misunderstood what he had said.

Mayor: Okay. Is there any further discussion on the motion to amend? You're not allowed. Staff's not allowed to discuss.

Woodson: Yes, they are.

Mayor: All right. Thirty seconds.

Fogarty: Thirty seconds. I would only say publicly between the A and B, even though B provides greater articulation, it comes out of a little bit of open space. If you asked between A and B, we would probably go with A.

Mayor: Is there any further? This was a motion that was made by Mr. Speck, obviously seconded and endorsed by Mrs. Pepper. Is there any further discussion? All those in favor of the motion to amend say aye. Now we've all reached great moments in Council history. We have a motion and a second on the floor that fails 7-to-0.

Eberwein: Mr. Mayor, I mean staff has to explain that because I have to tell you after going through all this, I'm a little irritated with that explanation. I mean here we argue for articulation and put something in there that is a compromise that is promoted by the developer or proposed by the developer, something they can live with. Supposedly it's a compromise that deals with the concerns of the citizen association and still deals with the concerns of the amount of open space in the inside and staff turns around and does a 180. So, you know, yeah, that's a little irritating.

Mayor: All right. Go ahead and respond. Then we'll revote.

Fogarty: I should have said nothing. What it is, is the issue, our real concern also is the open space. This does increase the articulation. What it does is you have very little greenery and this takes the greenery out of the public space so instead of a couple feet of greenery now you'll have 18 inches.

Speck: But A does that for all of them. Well not –

Mayor: No. No. Not for all of them.

Speck: B ut it takes away more open greenery in A than B.

Mayor: Hold on Bob. They've dug this trench, let them step in it.

Fogarty: In talking to the applicant we asked for articulation and the applicant. Bob Youngentob had said to us, what do you think if we come a bit into the sidewalk, and I said if you come a little bit into the sidewalk and then adjust it where you're coming back a little so you make up that open space that you're taking out of the public area, fine. But, so what you have in, on balance you have greater articulation with what the applicant presented but it takes out the little bit of green

space that did exist in the original plan. It is basically bringing the units forward, taking out, there was I think –

Pepper: It takes out 18 inches.

Fogarty: Yeah. It takes out part of that. So,

Speck: Can we hear on the applicant on this?

Youngentob: I think to clarify the proposal B, it starts with four feet and reduces it by one foot, so you still have three feet of green which, as opposed to four feet on those two places we're projecting out. So, it's four versus three.

Eberwein: You need to say whether it's A or B you're talking about because I don't know.

Youngentob: A, option A would be to leave the buildings all in a continuous line and that provided four feet of green either against the side yard of the house on the corner or the front yards of the five houses that we're talking about in that strip. Option B takes the side yard of the corner house and, maybe having the example on the drawing, but slides it forward one foot so then you have three feet next to that house, four feet in front of the house next to it, then three feet on the next one and then four feet on the last three in the line. That's option B.

Pepper: That sounds like a compromise to me.

Manager: Well, can I,

Pepper: Can ARHA live with that?

Manager: Just as somebody who –

Pepper: Mr. Mayor the question that I've had throughout all of this and that's concerned me was something they said in their presentation and that had to do if you move anything back you're going to make it a problem between the buildings. That the light issue is big issue throughout Old Town. So if you don't have enough space between the buildings, now do I understand that this does not take away any back yard space or side yard space so that the light spacing is just fine and dandy? Well, that sounds like a winner to me. And when you say in your discussion here about B and you talk about a maximum of 18 inches that doesn't necessarily mean the full 18 inches. You're talking now about 12 inches. One foot.

Youngentob: That's correct.

Mayor: Very quickly.

Youngentob: Very quickly. This is repeated basically again against on the other side of the private street and what we propose was taking this unit and moving it one foot, and again we weren't on the property lines so --

Mayor: Right.

Youngentob: So we would get closer to the property line, still not on the property line, closer to the street so you would have a 13-foot setback from the curb versus 14 feet and 3 feet of green. This unit would stay where it is. Would appear to be jogged back. It would have four feet of green in front in front on it. This one unit would project forward again having three feet of green in front of it and then these would have four feet of green in front of these. That was the compromise to achieve the building articulation without moving the ARHA units closer into the court.

Fogarty: I think the issue for the city is simply that taking it out of the public space, we did not think was a good direction to go. That's our simple issue. It comes out of the public sidewalk.

Mayor: Okay. All right. We do have a motion to amend and that we, I'm not sure we voted on it or not the previous time, but anyway I'm going, since we did get some added information and explanation, I'm going to ask for a revote. All in favor of the motion to amend say aye; those opposed no. I'm going to ask for a show of hands. All those in favor of the motion to amend raise your hands. Okay. All right. Then it carries on a vote of 4-to-3 and it's incorporated into the main motion. All right. So, does everybody understand? Option B prevails. You guys got it? Okay option B; you guys got it, option B. All right now we'll now move to any further discussion on the main motion. Is there any? All those in favor of the main motion which is to approve the Planning Commission recommendation with the change now to condition #5 as amended and also conditions 13, 15, 66 and 68 as agreed to by the applicant and staff. Is there any further discussion? All those in favor say aye; those opposed, no. That passes unanimously.

* * * * *