

EXHIBIT NO. 1

10  
10-18-08

Docket Item #7 A-E & #8

Master Plan Amendment #2008-0004  
Rezoning # 2008-0001  
Coordinated Development District # 2008-0002  
Development Special Use Permit # 2008-0013  
TMP Special Use Permit # 2008-0060  
Text Amendment #2008-0007 (Docket Item #8)

Planning Commission  
October 7, 2008

- REQUEST:** Consideration of a request for: 1) a master plan amendment to change the land designation from RM to CDD #16; 2) an amendment to the zoning map to change the subject properties from RB/Townhouse to CDD #16; 3) approval of a concept development plan; 4) a request for a transportation management plan; 5) development special use permit, with site plan, for the construction of a townhouse and multifamily residential development with more than 8 townhouses in a row, land without frontage on a public street, and a parking reduction.
- APPLICANT:** Alexandria Redevelopment and Housing Authority (ARHA) and EYA Development, Inc. by Jonathan Rak, McGuire Woods, attorney
- LOCATION:** 918 N. Columbus Street, 898 and 998 N. Alfred Street, 801 and 808 Madison Street, 813 Montgomery Street & 100 First Street
- ZONE:** Existing: RB / Medium Density Residential Townhouse Zone  
Proposed: CDD #16 / Coordinated Development District

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**PLANNING COMMISSION ACTION, OCTOBER 7, 2008:** On a motion by Mr. Komoroske, seconded by Mr. Dunn, the Planning Commission voted to adopt **MPA #2008-0004**. The motion carried on a vote of 7 to 0.

On a motion by Mr. Komoroske, seconded by Mr. Dunn, the Planning Commission voted to recommend approval of **REZ #2008-0001**. The motion carried on a vote of 7 to 0.

On a motion by Mr. Komoroske, seconded by Mr. Jennings, the Planning Commission voted to recommend approval of **CDD #2008-0002**. The motion carried on a vote of 7 to 0.

On a motion by Mr. Komoroske, seconded by Ms. Lyman, the Planning Commission voted to recommend approval of **TA #2008-0007**. The motion carried on a vote of 7 to 0.

On a motion by Mr. Komoroske, seconded by Mr. Jennings, the Planning Commission voted to recommend approval of **DSUP #2008-0013** and **TMP-SUP #2008-0060**, subject to compliance with all applicable codes, ordinances, staff recommendations, and conditions, including amendments to conditions 17, 38, 53, 59, 62, 63, and 64. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis and recommendations.

Speakers:

*Note: The public hearing for Docket Item #6 was combined with Docket Items #7 and #8.*

Robert Youngentob, applicant and developer, spoke in support of the development and gave a presentation on the proposal.

Heidi Ford, resident of the 1022 Oronoco Street, stated that the development is too dense, too tall, and does not include enough open space. She agreed with staff's recommendations on the design of the multi-family buildings and also expressed concern with the separation of income levels within in the multi-family buildings.

Thomas Waddell, expressed a desire for residents of public housing to be comfortable where they live, be respected, and be provided with opportunities to improve their lives.

Helen McKethan, expressed concerns regarding unequal treatment of public housing residents and other residents.

Maria Jackson, stated that her son has been having some harassment issues with the police and supported the statements of Helen McKethan.

Denise Elcock, expressed concerns regarding harassment of the public housing residents and their visitors.

Amie Jordan, stated that she supports the redevelopment and added that public housing residents need access to public transit, shopping, schools, and employment. The relocation of the residents needs careful consideration to be done correctly and fairly.

Dianiaca Brooks member of the Alexandria Resident Council (ARC), stated that ARC would liked to have seen all 194 public housing units be returned to the James Bland site, but they understand the economic constraints and support the redevelopment. Additionally, she stated that the public housing residents have appreciated the outreach that has been a part of this case.

Leslie Zupan, resident of 1309 Queen resident, president of Inner City Civic Association, and member of the Braddock East Advisory Group, stated that she is supportive of the development but has the following concerns: (1) parking may be an issue and she had hoped district parking would be implemented, (2) she would prefer the open space to be larger and located in the alternate site shown, (3) the height is problematic in certain areas, (4) the design of the multi-

family buildings should be improved, and (5) the lack of integration between income levels in the multi-family building is not appropriate.

Sylvia Sibrover, a resident of 915 Second Street and member of the Braddock East Advisory Group, stated that there is too much mass, especially along First Street, and the industrial design of the multi-family buildings is not appropriate for the neighborhood.

Mariella Posey, president of NorthEast Citizens' Association, expressed the following concerns: (1) height and density is high, (2) the design of the multi-family building is not appropriate, (3) the First Street buildings need special attention, (4) opposed to the use of hardi-panel and cinderblock, (5) support the location of the open space but recommend that the size be increased, (6) mature trees should be replanted to offset the mature trees that will be lost, (7) enforceable covenants to ensure the garages are used for parking should be implemented, and (8) the direction of the private streets should be revised.

Barbara Goldberg, resident of First Street, requested that the number of ARHA units on First Street be reduced to be consistent with the other streets in the development and that no parking variance should be granted. She stated that she appreciated the additional setbacks on First Street. Additionally, she urged the Planning Commission to consider the additional developments occurring in the neighborhood and the impact of density, traffic, and parking on the residents of First Street.

Gillian Chen, resident of 722 N. Columbus Street, stated that she believes the CDD request does not meet the CDD requirements in the Zoning Ordinance since the development is not a mix of uses. Additionally, she expressed concern about the height and location of the alley houses that are proposed on the new private street behind the existing townhomes on N. Columbus Street and the impact on shadows and traffic on the residents of these houses.

Karl Tamai, resident of the 700 block of N. Columbus Street, stated that he is opposed to the loss of open space and would like to see a pocket park on each block. Additionally, he expressed a concern that the proposed parks appear to favor the northern end of the development and should be moved further south. Also, he feels that the height of the alley houses is not appropriate.

Poul Hertel, expressed several concerns about the development including (1) the need for more open space for the children in the development, (2) the compatibility with the existing neighborhood, (3) the need for a more affordable mix, (4) the design of the multi-family needs additional study, and (5) parking should be further studied.

Father Frank Hull, pastor of St. Joseph's Church at 711 N. Columbus Street, expressed concern regarding the equity requiring the existing buildings to comply with the strict BAR standards, while the developer is given other options. Additionally, he questioned how the lack of open space would affect the children of the development and how the income separation in the multi-family buildings is appropriate.

Pat Rizzuto, spoke in support of NorthEast's comments and added that while the public housing is a good thing, the proposed multi-family buildings and alley houses are not appropriate. She also emphasized the need for an investment in social infrastructure in order to make this development successful and called for the inclusion of workforce housing.

Marianne Anderson, a resident of NorthEast, stated that she is concerned with (1) the height and density of the development, especially on the 900 block of N. Columbus given the construction at 900 N. Washington, and (2) the lack of parking for the ARHA residents and the requested parking reduction.

Julie Crenshaw Van Fleet, expressed concerns with the amount of density with this development and the problems that may arise because of it. Also, she stated that she was disappointed to learn that the Family Resource Center would not be rebuilt with the new development.

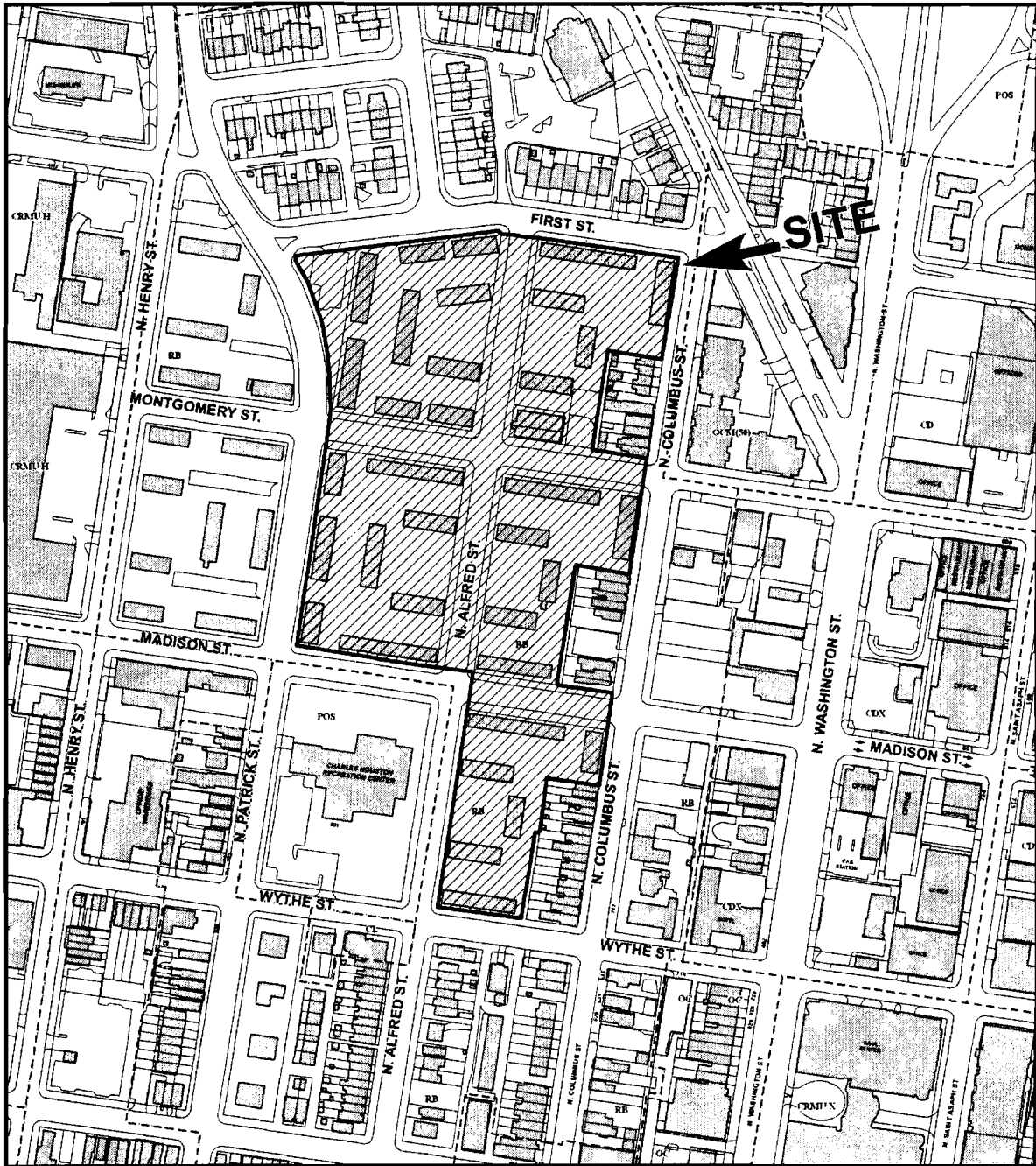
Salena Zellers, a resident of 1122 Madison Street and president of Braddock Lofts Homeowners Association, stated that the City needs to be more proactive with finding property for the units that will be relocated off of the James Bland site and that the multi-family building needs to be better mixed between levels.

James Edward Ablard, stated that the southern block of the development should be reserved for open space and recommended that the Planning Commission reject the proposal so the developer can develop a better plan for open space.

Noah Teates, expressed a concern that the percentage of public housing units is still too high and the development is not desegregated enough.

Steven Troxel, a resident of 1200 Colonial Avenue, spoke in support of the City's recommendations and NorthEast comments. He added that the location of the open space seems appropriate since it is centrally located to serve the most residents in the new development. He also expressed some concerns with the direction of the private streets.

Carlyle C. Ring, Jr., Vice Chair of ARHA, spoke in support of the development and responded to comments that came up during the public hearing.



**DSUP #2008-0013**

**10/07/08**



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## **I. SUMMARY**

The Alexandria Redevelopment and Housing Authority (ARHA) and Eakin Youngentob (EYA) have submitted a redevelopment plan for a mixed-income community on an 8.49 acre site within the Braddock East Master Planning area. The current redevelopment plan proposes removal of all existing buildings (194 units total) with the creation of 379 new units on the site; 134 public housing units, 159 market-rate townhomes and 86 market-rate multi-family units. The redevelopment is proposed to occur in five phases and to be constructed over a period of approximately ten years.

The Planning Commission and City Council are being asked to take action on the following:

- Rezoning from a medium-density residential townhouse (RB) zone to a Coordinated Development District (CDD).
- Approval of a Concept Plan for the CDD.
- Approval of a Development Special Use Permit for the Preliminary Site Plan and the following:
  - Parking reductions for the Multi-family, townhouses (tandem) and ARHA units;
  - To permit more than eight (8) townhouses in a row; and
  - To permit residential lots without street frontage.

Additionally, the Parker-Gray Board of Architectural Review (BAR) is charged with the following actions:

- Issuance of a Permit to Demolish the existing buildings (approved September 24, 2008).
- Concept Approval of the proposal (approved September 24, 2008).
- Certificate of Appropriateness for the design of the new building. (requires subsequent approval).

Staff finds that the proposal, with the recommended conditions, is generally consistent with the Braddock East Master Plan, the Braddock Metro Neighborhood Plan, and best practices in redeveloping public housing. The James Bland redevelopment offers several public benefits:

- Providing an appropriate level of residential density within a ½-mile from the Braddock Road Metro, thereby better utilizing transportation infrastructure and potentially decreasing negative impacts of car traffic;
- Providing a mixed-income community that replaces multiple blocks of exclusively public housing, with the ultimate goal of providing improved residential and social conditions for the residents of public housing, as well as the surrounding neighborhoods;
- Converting 50+ year old buildings with poor energy efficiency to a community that will be built to LEED, or equivalent, standard.

This is a complex application and is not without challenges, including:



- Achieving compatibility with the historic Parker-Gray District and the Northeast neighborhood;
- Ensuring adequate open space for all residents;
- Ensuring adequate parking for all residents and visitors to the immediate neighborhood; and
- Creating a community in which people of diverse income levels are effectively integrated into the overall development.

These challenges have generally been met, although Staff has added recommendations to ensure that the proposal is generally compatible with the character of the neighborhood and addressing the primary issues outlined above.

- **Compatibility** – The proposal generally complies with fundamental intent and heights envisioned by the Braddock East Plan, which recommends lower-scale buildings adjacent to the existing neighborhoods, an intermediate scale within the central portion of the proposal (Alfred Street) and taller buildings (up to 50ft.) next to Route 1. Staff has worked with the developer and the community to provide step-downs and transitions at the perimeter of the proposal, which Staff believes are generally effective and compatible with the character of the existing townhomes. Alfred Street will be 3-4-story townhomes that, while larger than the existing townhouses, will not be adjacent to existing neighborhoods. Staff is recommending approval of the proposed townhouses with the understanding that the final design be reviewed by the Parker-Gray BAR.

The overall mass, scale and location of the multi-family buildings are acceptable, given the character of Route 1, and the anticipated redevelopment of the buildings surrounding the block. Staff is not recommending approval of the design of the multi-family buildings at this time. A recommendation has been added that revisions continue on the architecture of these buildings, and be brought back before the Parker-Gray BAR, the Planning Commission and City Council within 12 months.

- **Open Space** - Two open spaces are provided, which will be green, landscaped, publicly-accessible areas available to the neighborhood. Staff is recommending that the proposed central open space be increased in size through a City purchase of four of the adjacent market-rate units, using open space, or comparable, funding. Staff believes the additional open space is necessary to accommodate the projected number of children within the development, and to increase the amount of “openness” for the site.
- **Parking** – Taking the available on-street parking into account, Staff finds that there will be adequate parking for all residents. Parking for the multi-family housing is proposed underground and parking for the townhouses will be accessed from rear alleys. A benefit of this design is that it will create a cohesive streetscape that is compatible with the historic character of the area while supporting pedestrian activities. Staff acknowledges that the events at the nearby community centers and local churches will occasionally impact the availability of on-street parking. There was an initial discussion regarding the possibility of requiring district parking permits. Under the current recommendation, a comprehensive evaluation will be done of this site, as well as other development cases

with district parking restrictions. A proposal analyzing this issue will be brought for review and approval by the Planning Commission and City Council within 12 months.

- **Housing Mix** – Based on review of similar projects, the 65%/35% overall market-rate to public housing in this proposal should result in a positive community dynamic. The current mix within the townhouse blocks seems appropriate; however, there is a concern that the multi-family buildings are stratified, with the public housing units on the first two floors and the market units on the upper floors. Staff is recommending that the applicant evaluate the possibility of better vertical integration of the public housing and market rate units within the multi-family building. However, the applicants have not yet agreed to this recommendation.

Staff recommends approval with conditions of this project. It represents a carefully conceived and thoroughly analyzed solution to the difficult challenge of creating a new, transit-oriented, urban community that will serve residents of varied incomes.

## II. PROJECT DATA TABLE

<b>Project Size and Location</b>	<ul style="list-style-type: none"> <li>▪ Five (5) Blocks within the Parker-Gray Historic District</li> <li>▪ Within two Small Area Plan boundaries: Braddock Metro and Northeast.</li> <li>▪ 8.49 acres</li> </ul>
<b>Use (Existing)</b>	<ul style="list-style-type: none"> <li>▪ 194 Public Housing units               <ul style="list-style-type: none"> <li>○ 9 1-bedroom units</li> <li>○ 106 2-bedroom units</li> <li>○ 66 3-bedroom units</li> <li>○ 13 4-bedroom units</li> </ul> </li> </ul>
<b>Use (Proposed)</b>	<p>379 residential units (mix of townhouse and multifamily)</p> <ul style="list-style-type: none"> <li>▪ 245 Market-rate (65%)               <ul style="list-style-type: none"> <li>○ 159 townhouses</li> <li>○ 86 multifamily units (56 1-bedroom, 30 2-bedroom)</li> </ul> </li> <li>▪ 134 Public Housing (35%; 100 2-bedroom, 34 3-bedroom)               <ul style="list-style-type: none"> <li>○ 72 townhouses</li> <li>○ 62 multifamily units</li> </ul> </li> </ul>
<b>Open Space</b>	<ul style="list-style-type: none"> <li>▪ 23% ground-level open space               <ul style="list-style-type: none"> <li>○ 13,800 sq ft park proposed at the corner of N. Alfred Street/ Montgomery Street</li> <li>○ 7,800 sq ft park proposed at First Street</li> </ul> </li> <li>▪ Front and rear yards proposed throughout the development.</li> <li>▪ Additional 7.3% open space at roof top terraces</li> </ul>
<b>Pedestrian</b>	<ul style="list-style-type: none"> <li>▪ 6-foot wide sidewalks with street trees</li> <li>▪ Undergrounding of utilities for all new units</li> <li>▪ Decorative streetlights</li> </ul>
<b>Building</b>	<ul style="list-style-type: none"> <li>▪ Combination of townhouses and multi-family buildings</li> <li>▪ Design that respects and reflects the existing Parker-Gray architectural styles</li> </ul>
<b>Traffic/Transit</b>	<ul style="list-style-type: none"> <li>▪ DASH and Metro bus stops throughout the site</li> <li>▪ Within 2000-foot radius of the Braddock Road Metro station</li> <li>▪ Adjacent to two major traffic corridors: Route 1 and North Washington Street/George Washington Parkway</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>▪ 1.0 space/ market-rate multifamily unit (86 total spaces)</li> <li>▪ 2.0 spaces/market-rate townhouse units (318 total spaces)</li> <li>▪ AHRA units to park on-street</li> <li>▪ Most parking provided in garages or below grade</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>▪ Green building techniques (Earthcraft and LEED-H).</li> <li>▪ Combined sewer separation for new units</li> <li>▪ Recycling of existing building materials</li> <li>▪ 35% crown coverage proposed</li> </ul>

### **III. BACKGROUND**

#### **Relationship between James Bland and Glebe Park**

The redevelopment proposal for James Bland originated as a means of providing needed financing for the redevelopment of ARHA's Glebe Park property, located in the Arlandria area. Built in 1945 and acquired by ARHA in 1987 to satisfy replacement housing needs for the redevelopment of the former Cameron Valley public housing (now the mixed-income Quaker Hill development), the 152-unit property contains 40 public housing units and 112 affordable rental units. Although Glebe Park was substantially renovated in 1987 and 1988, it is now in need of significant upgrades, including repair and replacement of building systems, roofs, windows, exterior walls, and interior finishes. More than 100 units are currently offline due to their deteriorated condition, including a significant number of the property's public housing units. The property's dilapidated condition and escalating vacancy rate have necessitated that ARHA provide infusions of approximately \$500,000 annually in recent years, as the property's revenues have been insufficient to meet its obligations. One of these is a HUD/FHA insured mortgage which was repaid in full earlier this year with the help of a City loan, in preparation for redevelopment.

Glebe Park received City development approvals for two separate applications – Old Dominion and West Glebe, in October 2007, and was awarded Low Income Housing Tax Credits from the State, in May, 2008. In addition to tax credits (which will also be sought for James Bland), EYA developed a plan calling for two funding opportunities. The first would be the proceeds generated from their purchase of land underlying the market-rate sales units, and the second, from ARHA sharing a portion of EYA's profit on sales of market-rate units to fund the cost to redevelop all of the public housing units currently located on the Glebe Park and James Bland sites. Due to the exigent conditions at Glebe Park, it was proposed to be redeveloped first.

Total costs for developing the public housing units at both projects is approximately \$55 million, which includes construction of 218 new ARHA units (84 units at Glebe Park at a cost of approximately \$21 million and 134 units at James Bland, at a cost of approximately \$34 million). Financing will come primarily from two sources: proceeds from the sale of the market rate lots to EYA from ARHA for its Glebe Park/Old Dominion property (approximately \$1.4 million) and the James Bland property (approximately \$22 million) and federal low-income housing tax credits, to be garnered through a competitive process administered by the Virginia Housing Development Authority (VHDA) (approximately \$33 million<sup>1</sup>).

Under tax credit requirements, ARHA/EYA must choose whether or not to accept the Glebe Park tax credits by November 5, 2008. Declining them after that date would cause severe penalties to ARHA and EYA in future tax credit applications, and it is anticipated that the various phases of the Bland redevelopment will sequentially submit for credits in future years. ARHA/EYA also must begin construction at Glebe Park this fall, in order to meet tax credit guidelines for project

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<sup>1</sup> In March 2008, the City provided a loan of \$5.6 million to ARHA to pay off an existing HUD-insured mortgage on Glebe Park.

completion within two years of the award of credits. Without the requested development approvals for James Bland, the redevelopment of Glebe Park will not be able to move forward, since a significant portion of the funding for that project is based on ARHA's sale of entitled land at James Bland.

### **Off-site Replacement Units**

Originally, ARHA/EYA planned to relocate 60 public housing units from the James Bland sites to the redeveloped Glebe Park. However, during the course of the development approval process for Glebe Park, the number of public housing units was reduced by 16 in order to provide workforce and market-rate units on the Old Dominion portion of Glebe Park. Because the City's action to remove the 16 proposed units from the Old Dominion site incurred additional, unanticipated costs for an alternative site, the City took on the responsibility to identify and secure the 16 off-site public housing replacement units.

Staff has been actively pursuing opportunities to include the replacement housing in new developments, but does not expect to have secured a specific site by the time of Planning Commission and City Council action on the James Bland development applications. However, Staff remains committed to making the required units available by the time they are needed for the relocation of residents from James Bland. The City's continuing efforts will include:

- continuing to explore possibilities for securing units through the land use development process;
- soliciting proposals from the real estate development and commercial real estate communities;
- pursuing the possibility of acquiring a group of foreclosed units in close proximity to one another; and
- pursuing opportunities that may be identified by ARHA.

It is anticipated that the City and ARHA will mutually agree on the adoption of a document setting forth the City's commitment to provide the 16 replacement units.

## **IV. PROJECT DESCRIPTION**

The existing James Bland and James Bland Addition are 194 public housing units across five blocks, ranging from 1-bedroom to 4-bedroom units. The redevelopment proposal calls for demolition of all current buildings with the replacement of 134 two-to-three bedroom ARHA units, and the creation of 245 new market-rate units, for a total of 379 units on the site. The blocks currently have 22 units to the acre, while the proposed design will range from 35 units to the acre on the townhouse blocks to 59 units to the acre on the multi-family blocks. Overall density for the five blocks would be 44.6 units/acre. These will be incorporated into a mix of single-family market-rate townhomes, including midblock alley townhomes, ARHA triplex flats and three multi-family buildings along North Patrick Street with ARHA units on the ground and second floors and market-rate condominiums above.

### *Market-rate Townhomes/Alley Townhomes*

The market-rate townhomes will be configured in three different ways, with three to four bedrooms and roof top terraces. Vehicular access, to the units with garages, will be from the alleys at the rear of the unit.

- A 2-story with a recessed third floor and no garage parking and private back yards;
- A 3-story with a recessed fourth floor and a two-car garage on the first floor;
- A 3-story with a recessed fourth floor and a tandem two-car garage on the first floor

### *ARHA Triplex Flats*

Each of these buildings will appear as two townhouses, but will include three units in two different configurations:

- A 3-story building with a three-bedroom unit on the first floor, a three-bedroom unit on the second floor and a two-bedroom unit on the third floor;
- A 3-story building with a two-bedroom unit on the first floor, and a 2-story two-bedroom duplex occupying the second and third floors.

### *Multi-family Buildings*

These buildings will include a mix of market-rate and ARHA dwellings in the same building:

- The first two floors will be occupied entirely by 2-story, two-bedroom units with individual front doors leading outside.
- The third and fourth floors will be occupied by one and two-bedroom condominium units with access to below-grade or private street parking.

A series of design themes were considered in the redevelopment of the blocks. These include: character areas and walking streets, some of which were highlighted in the Braddock Metro Neighborhood Plan; the unit mix necessary for redevelopment, height and density; re-creation of the alley grid; open space; parking; and architecture. The character areas under consideration are Columbus Street, which has existing occupied townhomes; First Street, which is part of the Northeast Small Area Plan; private streets with the proposed alley houses; Route 1, a busy transportation corridor; and the new blocks to be created on Alfred Street. The applicant is also proposing internal mid-block units or “alley” dwellings within the central portion of each block.

## **V. STAFF ANALYSIS**

The redevelopment of five City blocks within an established neighborhood and historic district requires careful consideration and analysis of many competing issues and concerns:

## **A. Consistency with the Master Plan**

### ***Braddock Road Metro and Northeast Neighborhood Plans***

The five blocks that make up the site are split between two adjoining neighborhood plans: Braddock Road Metro and Northeast. The two northern blocks lie within the boundaries of the Northeast plan while the three southern blocks are in the Braddock Road Metro boundaries. The Braddock Metro Neighborhood Plan promotes the integration of public housing units into new mixed-income housing communities.

The Braddock Metro Neighborhood Plan was updated with the adoption of a new plan on March 15<sup>th</sup> 2008. The Northeast Plan was last fully updated in 1992. The Braddock East Master Plan, which has been under review concurrently with the James Bland project, is an extension of the Braddock Metro Neighborhood Plan and will function as a bridge between the Braddock Metro Neighborhood Plan and Northeast Plan. The Braddock East Master Plan will effectively amend the two small area plans as it relates to the public housing communities located within their boundaries. As such, the Staff analysis takes into account both plans with an emphasis on the newer Braddock East Master Plan, as it focuses specifically on the current trends and issues related to mixed-income housing and the general goal of redeveloping public housing.

### ***Braddock East Master Plan***

The Braddock East Master Plan is an amendment to the Braddock Metro Neighborhood Plan, and is intended to expand upon the principle: *to promote mixed-income housing through the redevelopment of the existing public housing sites that form the Braddock East Master Planning area*. It will also incorporate other principles into the planning framework and the Design Guidelines, set out in Appendix A of the Braddock Metro Neighborhood Plan, applies equally to the Braddock East sites.

The project has been evaluated with regard to the following key principles:

- Create a sense of place/neighborhood identity, vitality and diversity.
- Provide walkable neighborhoods that are secure and feel safe.
- Establish a variety of community serving, usable open spaces.
- Encourage community-serving retail and services.
- Promote mixed-income housing.
- Manage multi-modal transportation, parking and road infrastructure.
- Achieve varying and transitional heights and scales.

The Plans recommend that the nine blocks in the center of the neighborhood, now occupied by public housing, be redeveloped with housing for mixed-income communities. It specifically recommends that the ARHA-owned James Bland, Andrew Adkins, Samuel Madden, and

Ramsey Homes properties be redeveloped at higher densities and with a mix of populations, including public housing, workforce, and market-rate units.

Another key principal of the neighborhood plans the creation a sense of community. James Bland residents are not fully integrated into the larger Braddock Road Metro and Northeast populations. A greater connection between all the residents is a primary goal with the redevelopment of the five blocks. A large neighborhood park has been strategically placed at the intersection of Alfred Street and Montgomery Street, because of the central location and the proximity to St. John Baptist Church. Together, these will function to create an identifiable community core.

## B. Rezoning Request

The current zoning of the property is RB/Townhouse Zone, which is a medium density residential zone permitting single-family, duplex and townhouse residential uses. This zoning classification does not permit the level of density that is proposed with the redevelopment of James Bland; therefore a rezoning of the area is necessary for approval. Rather than evaluating a rezoning for this site, Staff recommended a planning process for all of the public housing and associated properties be encompassed within the Braddock East Plan to comprehensively evaluate the issues for potential redevelopment areas. The Braddock East Plan recommends a maximum floor area ratio of 1.75 and a maximum height of 50 ft. The following table provides a comparison of the proposed CDD zone to the existing RB zone.

**Table 1: Zoning Table**

<b>Total Site Area:</b>	8.49 acres (369,952 sf)	
<b>Current Use:</b>	Residential – Public Housing	
<b>Proposed Use:</b>	Residential – Public Housing and Market-rate	
<b>Zoning</b>	<b>Permitted/ Required (by RB Zone)</b>	<b>Proposed (with CDD#16 Zone)</b>
<b>Density</b>	186 units 22 units/acre	379 units (245 Market-rate, 134 ARHA) 44.6 units/acre
<b>FAR</b>	0.75 or 277,464 sf	1.63 or 601,154 sf
<b>Height</b>	45 feet	35-48 feet
<b>Open Space</b>	800 sf/unit	Ground level: 84,146 sf (22.7%) Above Grade: 26,974 sf (7.3%) Total: 111,120 sf (30.0%)
<b>Parking</b>	694 spaces (799 spaces with 15% visitor)	444 spaces* **
* SUP for a parking reduction requested		
** Braddock Metro Neighborhood Plan requires 528 spaces for this development		



The rezoning and creation of the new CDD will add language to the Zoning Ordinance, which requires the review and approval of a text amendment. This will be processed by the City in TA# 2008-0007. The text amendment will amend The CDD section of the Zoning Ordinance to add the following table.

**Table 2: Proposed Description of James Bland CDD**

16	James Bland	RB/ Residential Townhouse Zone regulations shall apply	The development controls, including FAR and number of units for land within this CDD, as shown in the approved CDD-16 Concept Plan, in addition to the Braddock East Master Plan provisions in the Braddock Metro Neighborhood Plan. Any proposed development shall conform to the Braddock Metro Neighborhood Plan Design Guidelines	The maximum heights shall conform to the CDD-16 Concept Plan	Mix of residential uses (townhouse & multifamily) & open space
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**C. Coordinated Development District Plan (CDD)**

Projects developed under the parameters of a CDD must obtain approval of a conceptual plan, in addition to approval of a preliminary plan. In conjunction with the requests for the master plan amendment and rezoning, the applicants have submitted a CDD Concept Plan.

The organizing element of the proposed CDD plan is retention of the street grid, including preservation of the location and widths of the existing streets, and the size and shape of the blocks. The central alleys are an integral part of the historic grid, which existed prior to the creation of the James Bland community, and a modified version which incorporated into the existing James Bland design. Sandborn and zoning maps from the 1930's show that four of the five blocks originally had parallel north/south alleys.

The proposed CDD plan reestablishes in each block the parallel central alleys, with a private street and parallel private alley. The alleys and private streets serve two key purposes: they provide access to the rear-loaded townhouse garages, and they create a new street to allow another row of homes.

The traditional pattern of development in Alexandria has backyards abutting the alleys, creating private green space in the center of each block. In the current proposal, the backyards become another row of townhomes. Staff supports the re-creation of the alleys to restore the original fabric of development, though the addition of the alley houses does result in increased density and loss of open space. These are some of the trade-offs Staff has accepted in order to meet the larger community goal of providing new public housing in a mixed-income community.

Within the concept plan there are several areas that provide lower heights to transition to the existing buildings, additional setbacks to provide a greater buffer, and architectural styles and details that will be compatible with the neighborhood. The CDD plan creates several different character areas with regard to mass and scale. Homes on Columbus Street, First Street and Wythe Street would be limited to 2 to 3 stories, each with an additional recessed floor, to better relate to the existing scale of the abutting homes. Alfred Street is a transitional street at 3 stories, with an additional recessed floor, and N. Patrick Street increases building height to 4 stories, as the building form changes to a multi-family configuration. The ARHA units, located throughout the development, are all three stories.

#### **D. Special Use Permit Requests**

As part of the development special use permit for development within the CDD zone, the applicant is also requesting approval of the following:

##### ***Land without Frontage on a Public Street (Outlot)***

The proposal includes the construction of a private street in the center of each block to provide access to garages, and to serve as frontage for approximately 55 alley houses. Dwelling units are generally required to have a certain amount of frontage along a public street, however, within this proposal, the new alley houses will not comply with this requirement. Section 7-1007 of the Zoning Ordinance allows lots without frontage on a public street through a special use permit. This situation is common with many CDD developments and is a request that is routinely supported by City Staff. The units in question will be fronting on private streets with public access easements, enabling the properties to have legal pedestrian and vehicular access to their units.

##### ***Number of Townhouses in a Single Structure***

Section 7-1600 of the Zoning Ordinance requires special use permit approval for more than eight townhouses without a break. Such a permit can only be approved if the overall length does not exceed 212 feet, and significant variation in the architectural details of the individual units is provided. This issue applies to townhouse strings at two locations in the Northern townhouse block, between Alfred Street and Columbus Street. One is a row of twelve townhouses proposed to face Alfred Street, just north of St. John Baptist Church. The second is a row of nine townhouses with an ARHA triplex building, which fronts the private street directly behind another row of townhouses.

Staff supports building breaks to create smaller groups of townhouses, which the developer has done in all other cases. In these instances, the blocks are of a slightly different configuration due to the existence of the church and the applicant has provided a variety of architectural details and differing setbacks to break the potential monotony of a long string. It should be noted that strings of townhouses with more than eight in a row exist historically throughout the Parker-Gray neighborhood. This occurs, among others, in the 100 and 700 blocks of North Columbus Street and the 600 block of North Alfred Street. Thus, Staff deems it acceptable to approve a special use permit for this situation to occur in two locations within the five block redevelopment area.

## **E. Site Plan**

The redevelopment of James Bland presents a rare opportunity to reclaim five blocks within the urban fabric that were lost with the introduction of the public housing. Combined with the CDD concept plan, the site plan is based on traditional Parker-Gray townhouse designs. Though larger in scale, the multi-family buildings follow the same planning principles, with residences facing the streets, small front yards and doors opening directly onto the streets to create an active streetscape.

The site plan has undergone significant changes since the initial submittal in February, 2008, which proposed two four-story above-grade parking garages in the two multi-family blocks. These garages would have been wrapped by residential units, creating a very dense block and minimal open space.

The original plan also proposed back-to-back townhouse units along Columbus Street. This configuration, which was used at Chatham Square, called for a row of townhouses abutting directly to another row, and creating a large-scale building mass with units that had access to natural light and air from only one façade. This building type was determined to be incompatible with the surrounding neighborhood, particularly so close to the existing townhouses on Columbus Street. They were ultimately replaced with traditionally-scaled townhouse units with back yards.

Other refinements included redesigning the interior of the blocks so that rear-facing garage doors of the townhouses would not be visible from the public or private streets, as well as increasing the size and variation in the front yards to more closely resemble the surrounding neighborhood. These deeper yards provide green space and improve the walking experience along the public streets. These are particularly important along Alfred Street, designated in the Braddock East Master Plan as a walking street, and First Street, where the deeper front yards reflect the existing yards on the northern side of First Street.

## **F. Open Space**

The existing James Bland blocks have approximately 69% open space, divided among central courtyards and rear yards, and five playgrounds, one in each block. This large percentage of usable open space is due to the comparatively small building footprints and the near absence of off-street parking. The proposal would provide 23% open space primarily in three areas; a 8,200 square-foot open space at the intersection of Alfred and Montgomery Streets, a 7,800 square-foot triangular open space at First Street, and smaller open spaces within each block.

### ***Expanded Open Space***

The desire to have additional open space for the site has been a continuing concern for everyone involved. This would make the development more consistent with the character of the adjoining neighborhoods and accommodate the number of children anticipated for the site. Currently, there are 356 children under 17 in James Bland with a tot lot and central courtyards on each block. Given unit types and bedroom mix, the number of children returning may be lower;

however, when compared to Chatham Square and other ARHA developments, it is realistic to expect there will be, at a minimum, several hundred children living within the five blocks, and potentially more, depending on the market-rate units. The additional open space would achieve some of the passive and recreational needs of the children, as well as creating a center for the entire neighborhood.

### ***Open Space Locations***

Several locations for open space within the site have been evaluated, as well as potential locations on surrounding properties. Options included expansion of the proposed central open space; creation of a small park on Wythe Street; or several pocket parks throughout the blocks. Staff is recommending the City use Open Space funds, or equivalent, to purchase four of the market-rate units. This would expand the primary park from 8,200 square feet to approximately 13,800 square feet, and use of public funds would result in City ownership of the park, thus maximizing access to all city residents. Staff is recommending that maintenance of the park, as well as all private open space, will be by the future homeowner's association.

Staff is recommending that the expanded park be located at the intersection of Alfred Street and Montgomery Street for the following reasons:

- It will be adjacent to the greatest number of children;
- It provides a balance of open space throughout the blocks, as it is located between the northern 7,800 square foot triangular park and the new 34,935 square foot Charles Houston Recreation Center;
- The proposed location is surrounded by three public streets to ensure eyes on the park and natural surveillance; and
- Enhances Alfred Street as a primary walking street.

### ***Trees***

The existing James Bland community is occupied by mature trees, primarily oak, and mainly located in the existing courtyards. Unfortunately, the proposed redevelopment requires significant underground work for the infrastructure and will necessitate the removal of all of the trees. The trees were inspected by the City Arborist, and it was determined that they have been neglected with less than a dozen worth preserving. One large 36-inch oak tree located at the rear of St. John Baptist Church will be protected and saved. Though the loss of the existing trees has been a concern for residents, the plans call for 35% provided crown coverage with an extensive tree replacement program. There will ultimately be 523 trees replaced on-site, with 251 shade trees, 188 ornamental trees and 84 evergreen trees. Staff is recommending a condition to require a larger tree size be planted for the street trees, as well as specimen trees in the two parks.

## **G. Pedestrian and Streetscape Design**

The Braddock Metro Small Area Plan identifies Fayette Street, Wythe Street and Madison Street as walking streets. The Braddock East amendment adds Alfred Street as another walking street, as it functions as the spine of the redeveloped blocks. As such, it is a link between the new

Charles Houston Recreation Center and the future park, approved as part of the Braddock Gateway development via Powhatan Park. Staff has worked to improve the streetscape by providing deeper front yards, the addition of front porches to add life to the street, and varied pedestrian-scaled architecture.

Other pedestrian improvements include new 6-foot wide sidewalks, decorative street lights, trash cans and bus stops. All of the power lines serving the new units will be located underground all of which will significantly enhance the pedestrian streetscape. Furthermore, Staff is recommending that existing sidewalks adjoining the existing streets abutting St. John Baptist Church be replaced to create a cohesive streetscape in what will become the center of the new development.

To enhance pedestrian safety at intersections, Staff is recommending bulb-outs at the street intersections along N. Alfred Street at Wythe Street, Madison Street, and Montgomery Street. Additionally, there is a recommendation that the intersection of N. Patrick and First Street be redesigned to eliminate the existing island and tighten the turning radius to reduce the traffic speed of cars exiting from N. Patrick Street onto First Street. This would also reduce the walking distance across First Street at this intersection. Other recommended improvements include new countdown pedestrian signals on Columbus Street at intersections with Montgomery Street and Madison Street.

## **H. Parker-Gray Board of Architectural Review (BAR)**

All five blocks of the James Bland property fall within the Parker-Gray Historic District; therefore, approval by the Parker-Gray BAR is required for the redevelopment. On September 24, 2008, the Board approved the concept plan (massing, scale, height, general architecture, etc), as well as demolition of the existing buildings. If the project is approved by the City Council, it will return to the BAR for approval of materials, details of the building architecture, and a Certificate of Appropriateness (COA).

## **I. Building Design**

A major goal of the design process was promotion of architecture reflecting the simple box-like forms and details of the Parker-Gray and Northeast neighborhoods. Additionally, there must be enough variation in architectural solutions that the five blocks would not repeat styles. Another consideration is the unit-mix per block, as it was a goal for everyone involved that the ARHA residents be uniformly represented throughout the site. The current mix has approximately 35% of the units per block.

### ***North Columbus Street***

This character area includes the properties fronting on, and turning the corners at, Madison, Montgomery and First Streets. Blocks were designed to ensure that the new homes on Columbus Street would compliment the existing homes in each of the three blocks with historic frontages. Design considerations included mass and scale of the existing houses, and respect of the simple architectural expression, while providing variation in the details of the new façades. The

elimination of the first-level embedded garage was a key factor as it allowed each house to be one floor shorter than originally proposed. The revised two-story height, with a recessed third floor, will better relate in mass and scale to the adjoining homes. Additionally, removal of the garage provided each unit with a rear yard, increasing open space and creating a more traditional Parker-Gray lot.

### ***North Alfred Street***

The character area along Alfred Street will be entirely new, as no existing structures will remain. Units are proposed as market-rate 3-story townhomes, with a recessed fourth floor. The first floor will function as garages, causing the height to increase over existing Columbus Street residences by one story. The fourth level steps back approximately 12 feet, which in most instances, would not be visible from a pedestrian vantage point. The ARHA units, in all cases, will not exceed three stories. Since these occupy the corner lots, they provide lower scale at the street intersections where heights of buildings are most obvious.

Front yards were intentionally increased in depth to enhance the pedestrian experience. Several homes have been designed with one and two-story porches to add activity to the street and reduce the impact of height. Though the palette of façade designs planned for Alfred Street is similar to the homes on Columbus Street, they appear more formal because of the increased height and additional design features, including porches and bay windows. As with the Columbus Street homes, the rear facades match the corresponding front façades in materials and color.

### ***First Street***

The new homes designed for First Street vary in character to address the transition between the Parker-Gray neighborhood and the style of the Northeast homes. A key feature was the increased depth in the front yards to respect the existing front yards on the north side of First Street. Based on community concerns about building height, the Staff worked with the applicant to modify plans to include two 2-story townhouses with a recessed third floor on First Street in lieu of the 3-story with recessed fourth floor townhouses. The remaining 3-story townhouses with recessed fourth floors have been designed to appear as 2 ½-story homes by lowering the cornice line and designing the third floor to read as a roof with dormers. The fourth level loft is set back by 10 – 12 feet.

### ***Alley Houses***

The design concept for the alley houses are designed to reflect the more utilitarian structures that existed historically in several Parker-Gray alleys. These alley houses are designed as single-building three-story rowhouses, with a recessed fourth floor and small front yards. They also screen the rear-loaded garages of the Alfred Street homes from the new internal street and from the back yards of the Columbus Street homes.

The residents of Columbus Street have raised concerns about the height of these units and the loss of privacy to their rear yards. Staff has worked with the developer to set the alley houses

back from the existing homes, as is similar to the distance between houses on opposite sides of a typical Parker-Gray block. The perceived height and scale will be mitigated by a 12-foot recess at the fourth-floor facing the Columbus Street properties. Additionally, a landscape buffer and trees are proposed immediately behind the existing homes.

### ***Wythe Street***

This street is characterized by the presence of the nearby institutional uses, including the Charles Houston Recreation Center, the African American Reading Room and the Black History Museum. Because of the historic nature of the area and because Wythe Street is a designated walking street, Staff is recommending that the perceived height of the houses be reduced to reflect the lower scale of the surrounding houses and civic uses. Furthermore, Staff is recommending that the front yard setback be increased to lessen the impact of the height on the street and to transition to the larger yard at the Charles Houston Recreation Center.

### ***North Patrick Street/Route 1***

The greatest height and density are proposed in the three multi-family buildings along N. Patrick Street in the western half of the two Route 1 blocks. These will function as a transition to the greater density recommended for the future redevelopment of the Samuel Madden homes, located between N. Patrick and N. Henry Streets, and the greater density recently approved for the Jaguar property to the west of Route 1. The four-story buildings are 48 feet tall, which is only a few feet more than currently permitted under the RB zone.

The design of the multi-family buildings has been challenging and Staff has reviewed multiple proposals in an effort to find a solution that is compatible to the neighborhood. Residents and community groups have voiced their concern over the proposed height, density and architectural design. As such, the developer revised the northernmost building at First Street, stepping the end of the building down to three stories to provide a more compatible transition to the existing two-story homes on First Street. Additional considerations include the particular ARHA design requirements for ease of management and maintenance, such as individual entrances for each unit, no shared corridors, ADA-accessibility for a certain percentage of units, and units whose exteriors are indistinguishable from market-rate units.

The overall mass, scale and location of the multi-family buildings are appropriate. However, the architectural expression as proposed is not acceptable. Staff will continue to work with the applicant to reach an acceptable design, with input from the community, the Parker-Gray BAR and the Planning Commission. Staff is recommending that:

- each of the three buildings express a clear and identifiable architectural style;
- the southern buildings should not appear as twin buildings;
- the northern building should respond to the curvature of N. Patrick Street;
- building lobbies should be provided to create a prominent and welcoming presence on both N. Patrick and the private street; and,
- within the next 12 months, the Parker-Gray BAR, the Planning Commission and City Council receive an update on the design status of these three buildings.

## **J. Parking**

Sufficient parking is another major issue of concern for the community. Currently, parking in the area is largely unregulated, and the site is one of the few neighborhoods in the Old Town grid that does not have posted parking restrictions. There is currently one surface parking lot on the ARHA property, which provides 17 spaces, but the majority of the ARHA residents use the on-street parking surrounding the development. The introduction of new units, as well as the completion of the new Charles Houston Recreation Center, will undoubtedly have impacts on the parking within the area, which makes this an important issue for analysis.

### ***Parking Requirements***

Under the current Zoning Ordinance parking standards, the development would be required to provide 694 parking spaces on-site, with a recommended additional 15% for visitor parking, bringing the total to 799 parking spaces. Under the Braddock Road Metro Plan, reduced parking ratios are recommended for developments within 2,000 feet of the entrance to the Metro (1.5 spaces per townhouse plus 15% visitor parking and 1.0 spaces per multi-family unit plus 15% visitor parking). Using these parking ratios, a development of this size is required to provide 528 parking spaces. A more detailed summary of the parking calculations is included in the Appendix.

### ***Proposed Parking***

The applicant proposes a total of 444 off-street parking spaces. A two-car garage is proposed for 130 of the 159 market-rate townhouses. Due to the desire to have some townhouse with lower height at the development edges, the remaining 29 townhouses do not have garages. The applicant has proposed providing two dedicated parking spaces for these units in one of the surface lots behind the townhouses or along the new private streets. A one-level underground garage is proposed for both of the blocks with multi-family and provides one space per unit for the 86 market-rate multi-family units. The residents of the 134 ARHA units will park on the street as currently occurs.

### ***Parking Reduction***

The applicant is requesting approval of a parking reduction special use permit. The parking reduction is needed for the following:

- (1) Reduction for the market-rate multi-family to 1 sp/unit to be consistent with the Braddock Metro Neighborhood Plan parking ratio;
- (2) All of the parking required for the ARHA units since they will park on street;
- (3) The second space in the 56 tandem garages; and
- (4) Both spaces for the 29 townhouses that have parking on a separate lot.

There are several justifications for approving this request despite the significant reduction. First, enough parking on-site will be provided so that each of the market-rate units will have one space for each multi-family unit and two spaces for each townhouse. This parking ratio is consistent



with the recommendations of the Braddock Plan for multi-family units and actually exceeds the recommendations for the townhouse units.

Second, a parking study of the site has determined that 256 spaces will be available on the street after redevelopment. The study also found that, during the peak hours on a weekday, Saturday, and Sunday, approximately 57%, 56%, and 68%, respectively, of the spaces were occupied. Currently, the majority of ARHA residents park on the street, which would continue under the new proposal. In addition, a reduction of 60 public housing units will lower the demand for on-street spaces for ARHA residents. Research of the vehicles registered in the City found that there are only 0.75 cars per public housing residence, which implies that the parking demand for the ARHA residents is approximately 100 spaces. While there will certainly be a greater parking demand on Sundays, due to services at the two Churches in the neighborhood, and during special events at the Charles Houston Recreation Center, Staff believes adequate parking can still be provided on-street for the ARHA residents and the patrons of the church and recreation center.

Finally, the site is located on several city and regional bus routes as well as being approximately a half mile from the Braddock Metro station. The availability of public transportation options potentially reduces the reliance on the automobile and parking demand. When combined with the development's required Transportation Management Plan (discussed in the next section), there should be a reduction in the number of cars owned by residents of the development.

#### ***Additional Parking Recommendations***

An additional recommendation is to further reduce parking through a purchase option in the townhouses. As discussed, all of the townhouses will include two parking spaces in a garage or in designated spaces on-site. However, the design of the townhouses with tandem garages creates a ground-level condition that is completely occupied by the garage, thus removing activity and negatively impacting the pedestrian environment in front of the unit. Additionally, by providing one car garages as an option, there are alternatives for buyers that only have one car. Staff recommends a purchase option allowing the second space to be removed from these units and converted to active living space. The maximum number of one-car garages that could occur would be 56, which would still be consistent with parking recommendations in the Braddock Metro Neighborhood Plan, given that the overall average will be above 1.5 spaces per townhouse unit.

The site is located within Parking District 3, although parking restrictions for the public streets near James Bland are not posted. During review of the development, Staff explored the option of posting the district with parking restrictions and prohibiting the market-rate units from obtaining district parking permits. This would help ensure that the residents with garages use the garages for parking rather than for storage, and would reserve the on-street spaces for ARHA residents, visitors, and patrons of the Charles Houston Recreation Center. Because of the on-going policy discussions regarding limiting district parking permits and parking management, Staff is recommending that within the next twelve months that Staff prepare a comprehensive analysis of district parking limitations for this case.

## **K. Traffic and the Transportation Management Plan (TMP)**

### ***Transportation Management Plan***

A key factor in approving a parking reduction is adopting a transportation management plan (TMP) for the development. Additionally, a recommendation from the Braddock Metro Neighborhood Plan calls for the development of a Transportation Management Association or District for the Braddock Area. The district-wide TMP would draw on the resources of each development for support in implementing an overarching set of actions encompassing the elements listed above. At this time the district-wide TMP has not been established; therefore a separate TMP will be required for this development, with the condition that it be integrated with the district-wide TMP once established.

The TMP is designed to provide disincentives to commuting in single-occupant auto into the Braddock area, while making transit and other options as inexpensive and easy as possible. The conditions for approval outline a detailed set of TMP incentives and disincentives include:

- Establish a TMP Fund with an initial annual contribution rate of \$200 for each residential unit. The amount will increase annually equal to the CPI Index;
- Discounted bus and rail fare media;
- A goal of a minimum of 35% of the residents using transportation other than single-occupancy vehicles during the peak time periods;
- A carshare program with a minimum of two (2) parking spaces;
- Participation in Ozone Action Days and other regionally sponsored clean air transit, and traffic mitigation promotions;
- Configuring units for high-speed and wireless internet access to promote teleworking; and
- Annual reporting.

### ***Traffic Impact Study Findings***

According to the traffic impact analysis submitted by the applicant, the proposed development will generate approximately 1,975 daily trips, with approximately 171 new trips during the morning peak hour, and approximately 190 trips in the PM peak hour. After removing the trips generated from the existing land use, there will be approximately 939 net “new” daily trips generated by the site, with 85 net new daily trips during the morning peak hour, and 92 net new trips generated during the PM peak hour. It is important to note that these figures include a 35% reduction for alternative transportation modes, a reduction that is typical of residential units near the Braddock Road Metro station.

The traffic impact analysis also analyzed a series of intersections in the immediate vicinity and drew conclusions based on existing conditions and future conditions with development. Traffic analysis results at the signalized intersections are summarized in Table 3 below.

**Table 3: Level of Service and Delays for Key Intersections**

Intersection	Level of Service (delay in sec/veh)					
	Existing		2015 No Build		2015 Build	
	AM	PM	AM	PM	AM	PM
Patrick & Montgomery	A (5)	A (7)	F (123)	B (17)	F (121)	B (15)
Patrick & Madison	A (8)	A (7)	F (102)	A (7)	F (107)	A (8)
Henry & Montgomery	A (8)	B (14)	B (12)	C (20)	B (12)	C (21)
Henry & Madison	A (6)	B (10)	A (10)	F (98)	B (11)	F (126)

The above traffic impact analysis corresponds to the traffic analysis completed for the Braddock Metro Small Area Plan. The overall differences in vehicular delay between the 2015 No Build and 2015 Build scenarios is small, indicating the James Bland development will have a relatively small impact on the overall roadway network.

### L. Mixed-income Housing

The Braddock Metro Neighborhood Plan and the Braddock East amendment promote several best practices in planning for new public housing, including the creation of mixed-income communities. The goal of these communities is provision of new units for public housing residents, while integrating these residents into the larger community.

Although the mix varies, many successful mixed-income communities consist of roughly 1/3 public housing to 2/3 market-rate housing, though higher ratios of public housing have been implemented well, including the Townhomes on Capital Hill (previously known as the Ellen Wilson development) in Washington D.C. In some communities, a third category, workforce or affordable housing, is included. In this proposal, the public housing units will account for approximately 35% or 134 of the 379 total units throughout the five block area, with the distribution of public housing roughly equal for each block. The ARHA units will be located within the townhouse areas and the three multi-family buildings.

Within the townhouse configuration, the ARHA units will be grouped in threes. From the exterior, the ARHA units will appear as two adjoining townhouses; on the interior, they are configured as three stacked flats (one unit per floor) or as a first floor single unit with two two-story townhouses above. Many are located on corner lots and will receive natural light on three facades with some surrounding green space. In the multi-family buildings, the ARHA units will occupy the first and second floors in a two-story townhouse configuration and will have direct access from the outside.

City Staff and some residents have expressed an interest the inclusion of workforce housing, which could serve as a bridge between the ARHA and market-rate residents. Alexandria defines workforce housing as ownership units which are affordable to households between 80% and 120% of area median income. The City is recommending that the Developer make up to 20% of the multifamily units available for the City, at its option, to subsidize at a later date, should the City elect to do so when the units become available. Should the City so elect, it would pay the difference between EYA's market prices and a City-determined affordable price level. The specific income level(s) for which prices would be set, and the number of units to be so

subsidized, would be determined at that time. This DSUP does not obligate the City to provide such a subsidy, and should the City choose not to do so, the units would remain market units.

### **M. Sustainability**

As the Planning Commission and City Council are aware, Staff is in the process of preparing a green building policy for the City, which will likely be scheduled for a December hearing. In the meantime, Staff has been working with the developers to achieve LEED certification or comparable for most projects. In this case, the applicant has agreed to achieve LEED certification or comparable for the market rate units. Earthcraft certification will be provided for the public housing and the multi-family units. Earthcraft is the green building standard that's been adopted by the Virginia Housing Authority (VHDA). VHDA provides loans for affordable housing development and also administers the low income tax credit program. By building to Earthcraft standards EYA gains extra points on their tax credit application which enhances their competitiveness in the rankings and improves their chances of being awarded tax credits.

### **N. Infrastructure**

Consistent with the City-wide policy of separating sewer systems, the applicant will install new and separate sanitary sewers and storm sewers to serve the development. A combined sewer conveys the municipal wastewater and storm water runoff through the same pipe and discharge of the combined sewer overflow is governed by federal and state laws. During wet weather periods when the combined municipal and storm water flow exceeds the carrying capacity of the pipe, the combined sewer overflow is discharged into the receiving natural water systems without treatment. Conveyance of storm water flow along with the municipal wastewater to the wastewater treatment plant not only reduces the treatment capacity of the plant to treat municipal wastewater, but also results in combined sewer overflow discharges into the natural water systems negatively impacting the environment. The improved capability of this project will enhance the municipal wastewater treatment capacity of the Alexandria Sanitation Authority's Advanced Wastewater Treatment Plant, eliminate or reduce of the occurrence of combined sewer overflow discharges into the natural water systems, and protect the environment.

### **O. Family Resource Center & Charles Houston Recreation Center**

The family resource center located within two of the ARHA units at James Bland will not be replaced. Though not intended to replace the resource center, the new Charles Houston Recreation Center will offer many similar resources as well as providing a place to meet within the larger community. At almost 34,000 square feet, the facility is state of the art and will be the model for all future recreation centers in Alexandria. It includes a senior center, preschool room, arts and crafts room, game room, kitchen, gymnasium, boxing gym, fitness/weight room, dance studio, computer lab, and community meeting rooms.

The outdoor area features a swimming pool and wading area with a water spray entrance plus a playground with play equipment and an open play area with grass for physical play activity. There will be an organized program for youth during the after school time and summer featuring homework study time, physical activities, field trips, games, computer classes and access, and

special events. In addition, Staff will plan classes and activities specifically designed for teens and adults. The Peer Counselor program under the Department of Mental Health will return to the center to provide community based counseling.

As a result of specific requests by the community, meeting space was programmed into the new building that can be used for meetings without a fee. Nearly all activities and classes are free to the public. Some advanced classes are fee based but scholarships are available to anyone who applies for one. The center will continue to be a focus of the community and is designed to cater to the surrounding community in particular. The center is expected to open in April of 2009.

In addition, the Black History Museum and the Watson Reading Room are located on Wythe Street opposite the Charles Houston Recreation Center. The Museum, devoted to exhibiting local and regional history, incorporates the Robert H. Robinson Library as one of two exhibition galleries.

## **P. Phasing & Resident Relocation**

The redevelopment will take place one block at a time with each block constituting a phase. It is expected that the first phase will begin in the winter of 2009/2010, the second phase would start in the following winter and so forth with the last phase to be completed by the end of 2015. The applicant has indicated that each phase will take about two years to complete. The North Columbus Street blocks will be the first to redevelop followed by the North Patrick Street blocks.

The ARHA Board will develop a relocation plan which will outline the relocation and moving policies and procedures for the residents at James Bland. A major goal of the relocation plan will be to minimize the number of times an ARHA resident will have to move. All costs associated with these moves will be covered by ARHA. Residents will continue to live in their homes until their block is slated for demolition limiting the number of residents that will be moving at any given time to one block. Some of the residents will be relocated to the new and renovated ARHA units approved at Glebe Park. Occupancy of those units is slated for completion in the winter of 2009/2010. Other residents will move from the existing James Bland units into the new units as they are completed.

## **VI. COMMUNITY**

### **A. Braddock East Process**

The Braddock East Master Plan is the first step in the process of redeveloping the public housing sites in Braddock East, in order to create new mixed-income, mixed-use, urban communities. It creates a framework to encourage and guide future improvements and potential redevelopment of the existing public housing sites. In order to achieve this, the following documents were used in the creation of the framework: the Braddock Metro Neighborhood Plan; Resolution 830; the City of Alexandria Strategic Plan; the Housing Master Plan; the March 2008 MOU between the City

of Alexandria and ARHA; the North East Small Area Plan; and the requirements of the Parker-Gray Historic District.

The City and ARHA began an intensive, nine-month community planning process in February 2008 in order to complete the Plan concurrently with the James Bland redevelopment process. The Mayor and City Council appointed a twelve person Braddock East Advisory Group to represent the diverse interests in the Braddock East area. The Advisory Group met monthly from February through October (excluding August), for a total of eight meetings. All the meetings were open to the public and were attended by neighborhood citizens and other concerned Alexandrians.

This process developed a community-wide dialogue addressing the future of public housing and the transition to mixed-income housing developments. Specific efforts were made to engage the public housing residents in the overall planning process, through a series of meetings, focus groups and a community barbeque. In addition, ARHA employed a consultant to further facilitate outreach efforts with the public housing residents.

## **B. Outreach to Community Groups**

Throughout the process, City Staff, EYA and ARHA met with local civic associations and resident groups to discuss the proposed redevelopment site plan for James Bland. Regular meetings were held with the general membership and with the land use arms or boards of the NorthEast Citizens' Association and the Inner City Civic Association. There was also outreach done with residents on Columbus Street, whose homes are on part of the blocks slated for redevelopment, and with the First Street residents, whose homes are directly across from the two northern blocks.

The principal concerns of these residents related to increased density, height and traffic congestion, a lack of open space and parking, and location of the ARHA units. Additionally, some in the community wished to see more public housing units relocated to other parts of the City.

## **VII. CONCLUSION**

Staff recommends **approval** of the master plan amendment, the rezoning, the CDD Concept Plan, the development Special Use Permit, and the transportation management plan, subject to the proposed Staff recommendations.

**STAFF:** Faroll Hamer, Director, P&Z;  
Mildrilyn Davis, Director, Office of Housing;  
Jeffrey Farner, Deputy Director, P&Z;  
Helen McIlvaine, Deputy Director, Office of Housing;  
Dirk Geratz, Principal Planner, P&Z;  
Katy Parker, Urban Planner, P&Z;

Maya Contreras, Urban Planner, P&Z;  
Laura Durham, RP&CA:  
Matt Melkerson, T&ES;  
Ravi Raut, T&ES; and  
Satya Singh, T&ES.

## **VIII. STAFF RECOMMENDATIONS**

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

### **A. GENERAL:**

1. The applicant shall provide all improvements depicted on the preliminary site plan dated August 20, 2008, except to the extent revised by changes made to the plans including the architecture by the Parker Gray BAR, Planning Commission or City Council and comply with the following conditions of approval. (P&Z)
2. Notwithstanding any contrary provisions in the Zoning Ordinance, the James Bland CDD Concept Plan (CDD# 2008-0002 hereby referred to as the Concept Plan), shall remain valid until October 1, 2018. The development special use permit shall expire three (3) years after the date of City Council approval if a building permit has not been issued for the first building to be constructed pursuant to the approved plan. (P&Z)

### **B. PEDESTRIAN/STREETSCAPE:**

3. The applicant shall provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA, and T&ES:
  - a. The sidewalks along the public streets shall be 6 feet wide unobstructed with a 4 foot wide landscape strip, except for along N. Patrick Street which shall have a 5 foot wide landscape strip.
  - b. The applicant shall continue construction of the 6 foot wide unobstructed replacement sidewalk with a 4 foot wide landscape strip adjacent to the existing church at the corner of N. Alfred and Montgomery Streets up to the alley curb cut on Montgomery Street and new private street curb cut on Alfred Street.
  - c. All new sidewalks shall transition smoothly into existing sidewalks. Where possible and subject to local conditions, the applicant shall extend the construction of the sidewalks adjacent to the existing townhomes along the Columbus Street, Montgomery Street, Madison Street, and Wythe Street public street frontages, with the construction of adjoining phase. The cost of such extended construction shall be mutually agreed upon between the City and the applicant prior to the construction and such amount shall be paid by the City if the City chooses to go forward with the work.
  - d. All sidewalks shall be concrete, comply with the City standards, and include "lamp black" color additive per the Braddock Metro Neighborhood Plan.
  - e. The existing overhead electrical/telephone lines and poles on N. Patrick, N. Alfred, N. Columbus, Wythe, Madison, Montgomery, and First Streets shall be located underground, with the exception of the utility poles within the central alleys serving the existing buildings on N. Columbus Street. All underground utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping.



- f. Decorative pedestrian scale light poles shall be provided for each public and private street frontage, including the portions of the public street with existing buildings in each block. The street light fixtures shall be single black Virginia Dominion Power “colonial” light fixtures with a standard black finish per the Braddock Metro Neighborhood Plan.
- g. An unobstructed ADA compliant bus passenger landing pad of 6 feet parallel to the roadway and 8 feet perpendicular (which may be included with the width of the sidewalk) to the roadway shall be provided at all existing bus stops adjacent to the development (westbound 917 Montgomery Street at Patrick Street, northbound 913 N. Patrick Street, just north of Montgomery, and eastbound 800 Madison, just west of Columbus Street). The landing pad shall be installed on a bulb-out for the bus stops at Montgomery Street and Madison Street (*Attachment #1*). The landing pad shall be concrete to match the adjoining sidewalk, with a flat surface and connect to the back-face of the curb.
- h. Decorative public benches shall be provided at the existing bus stops adjacent to the development. The benches shall not be placed on the 6 foot by 8 foot landing pad. The bench detail shall be the Timberform Restoration Series manufactured by Columbia Cascade or similar as approved by the Directors of T&ES and P&Z. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish per the Braddock Metro Neighborhood Plan.
- i. Prior to final site plan approval for each phase, the applicant shall either provide trash receptacles or \$1150 per receptacle to the Director of T&ES for purchase and installation of trash receptacles, to be placed on each block face. The number of trash receptacles that shall be provided by the applicant to be placed on site is 34 for the project. All trash receptacles shall be Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley or equal with a black, powdercoat finish, per City Standard and the Braddock Metro Neighborhood Plan. Receptacles shall be generally located along the property frontage and at locations in the vicinity of the site as approved by the Director of T&ES.
- j. The concrete sidewalks shall continue over the proposed alleys and private streets to provide a continual uninterrupted concrete sidewalk.
- k. The decorative paving material depicted for the internal alley openings shall be decorative unit pavers.
- l. The southern multi-family buildings shall be setback a minimum of 16.8 feet from the curb of N. Patrick Street.
- m. The private streets designated as Emergency Vehicle Easements (EVE's) on the three eastern blocks shall have all entrance/ exit dimensions with 14 foot pavement width, a mountable curb, and a 4 foot sidewalk width. All areas designated as an EVE shall be AASHTO HS-20 loaded for emergency vehicles.
- n. Thermoplastic ladder style pedestrian crosswalks shall be provided at all crossings.
- o. One larger accessible curb ramp or two accessible curb ramps shall be provided at each intersection corner in the project area, including intersections on the perimeter of the project site. All materials for ADA ramps shall be concrete to match the adjoining sidewalks. All ramps shall include detectable warnings in accordance with ADA.

- p. Bulb-outs shall be provided at the following intersections along N. Alfred Street, which is identified as the “walking street” through the project:
    - i. N. Alfred Street and Madison Street;
    - ii. N. Alfred Street and Montgomery Street; and
    - iii. N. Alfred Street and Wythe Street.
  - q. Pedestrian countdown signals and Prisma DAPS push buttons upgrades shall be provided by the applicant and installed by the City at the following locations:
    - i. Montgomery Street and Columbus Street
    - ii. Madison Street and Columbus Street
  - r. The northeast and southeast corners at the intersection of First Street and N. Patrick Street shall be reconstructed for pedestrian safety to slow right-turning vehicles and reduce the crossing distance of First Street. Remove the island, extend the curbs and reduce the turning radius of the specified corners at First Street. This shall include relocating drainage and utilities where necessary. The improvements shall be installed prior to a certificate of occupancy for the adjoining phase.
  - s. Pedestrian crosswalk(s) shall be provided the intersection of Colonial Avenue and First Street. The location of the crossing(s) shall be determined at final site plan.
  - t. The applicant shall provide 28 residential (long-term) bicycle racks in the underground garages (14 racks in each garage) and 10 visitor (short-term) bicycle parking racks on the surface dispersed through the multi-family and park areas. All short-term racks shall be within 50 feet of the building entrance. Bicycle parking standards, acceptable rack types for short- and long-term parking, and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). The bike racks shall be decorative and have a black powdercoat finish per the *Braddock Metro Neighborhood Plan*.
  - u. Revise the proposed bulb-outs for Private Street “A” to provide a straight sidewalk with additional landscaping and street trees along the street.
  - v. Provide turning movements to determine whether an R-15 curb radius for the curbs at the intersection of Private Street “A” with the public streets can be provided. Revise the plans to provide R-15 curbs if the turning movements are acceptable.
  - w. All pedestrian improvements for each phase shall be completed prior to the issuance of a certificate of occupancy for that phase, unless otherwise required herein. (P&Z)(T&ES)(RP&CA)
4. A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained throughout the proposed development. There shall not be any additional curb cuts other than what is shown on the preliminary site plan. (T&ES)
5. The setback between the buildings and the drive aisles shall be a minimum of 2 feet to provide adequate turning movements. The setback should have a maximum length of 5 feet or a minimum of 18 feet, if a driveway is provided unless necessary for adequate turning movements. If units need to be shifted the units shall be shifted towards the internal alley to provide additional open space adjacent to the street. (T&ES) (P&Z)

6. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
7. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
8. The applicant shall work with Staff during final site plan review to incorporate all recommended improvements identified by Staff based on the revised traffic impact study. (T&ES)

**C. OPEN SPACE/LANDSCAPING/TREE PRESERVATION:**

9. The applicant shall revise the site plan to eliminate 4 units in the southwestern block to provide a larger open space area at the corner of Montgomery Street and N. Alfred Street as generally depicted in *Attachment #2*. The park shall be subject to the following, to the satisfaction of the Directors of P&Z and RP&CA:
  - a. The open space parcel (identified as Parcel "C" on the preliminary subdivision plat dated August 5, 2008) shall be dedicated to the City as public open space prior to issuance of a building permit for this phase.
  - b. The additional open space to "Parcel-C" shall require a monetary contribution from the Open Space Fund or comparable funding to provide the property owner with a reasonable fair market value for each of the market rate lots/units purchased for open space. The monetary amount for the acquisition of open space shall be mutually agreed upon by the City and the property owner prior to submission of the first final site plan.
  - c. The open space and all associated amenities shall be privately maintained by the applicant and subsequently the Homeowners Association (HOA) upon conveyance to the HOA, whichever is applicable, to the satisfaction of the Directors of P&Z and RP&CA. The terms of the maintenance agreement of open space shall be part of the Homeowners Association documents and covenants which shall be reviewed and approved by the Directors of RP&CA and P&Z prior to issuance of the first certificate of occupancy.
  - d. The name for the park shall be designated in accordance with the City's policy and procedures for naming parks and the location for associated signage shall be depicted on the final site plan.
  - e. The applicant shall be responsible for the design and construction of the open space which shall receive public input from residents, be approved by the City, and contain interpretative elements recalling the history of the site and the area. The primary purpose of this open space is to provide a passive open space area lined with street trees, grassy areas, and a focal element such as a fountain, monument, or statue. This space shall be designed as an area suitable to accommodate informal community gatherings and events. As one of the principal open space-parks of the Braddock neighborhood, the open space shall be the

highest quality materials, paving, design and amenities. The final design shall include the level detail and amenities provided in the preliminary plan.

- f. The design of the open space shall be approved by the Park and Recreation Commission as a docketed item at a public hearing prior to issuance of a certificate occupancy for the first unit in the development.
- g. The approved design for the open space shall be implemented and completed prior to issuance of a certificate of occupancy for the first unit in the block the park is located in.
- h. An active children's play area shall be provided in this open space and shown on the design included in the final site plan. The play area shall include age appropriate play equipment and/or structures, required fencing, and a coordinated design palette of play area related site structures/equipment for children between 2-5 years and shall be integrated with the interpretation of the history of the site and area through an element such as a sculpture that can also be used as play and climbing structures for the children. Play area and site equipment must comply with ADA requirements and standards and designed and implemented to the satisfaction of the Director of RP&CA. The play areas shall provide the following:
  - i. Provide a coordinated design palette of play area related site structures/equipment.
  - ii. Specification, location, finish, color, material, scale, massing and character of site structures and equipment shall be approved by the City.
  - iii. Trees planted inside the playground fence shall be medium sized trees.
  - iv. Playground equipment and site furnishings shall be appropriate for year round outdoor use.
  - v. The play area, play equipment, and playground safety surfacing shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification.
  - vi. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Part 1191; Final Rule.
  - vii. Play surfaces shall have immediate positive drainage. No surface drains or other impediments shall be placed in the fall zone, play or runout areas.
  - viii. The playground surfacing shall have an under-drain system that is connected to the stormwater system. Ensure that under-drain system does not conflict with play equipment footers or tree wells.
- i. The archeological consultant shall provide text and graphics for the signage which shall be integrated within the open space subject to approval by the Office of Historic Alexandria/Alexandria Archaeology, RP&CA, and P&Z.

- j. Site furnishings such as benches, trash receptacles, decorative paving, lighting, water fountain(s), fencing, and other appropriate design elements.
  - k. Decorative metal fences to delineate the public open space area. All lawn areas shall be sodded.
  - l. The open space area shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (Archaeology) (P&Z) (RP&CA)
10. A perpetual public access easement shall be provided for the open space area on First Street between N. Patrick Street and N. Alfred Street. This open space area shall be privately maintained by the applicant to the satisfaction of the Director of RP&CA, until conveyance to the Homeowners Association (HOA). Upon conveyance of the open space to the Homeowners Association the HOA shall be responsible for the maintenance of the park. The terms of the maintenance agreement of the open space shall part of the Homeowners Association documents and covenants which shall be reviewed and approved by the City prior to prior to issuance of the first certificate of occupancy. The open space area shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (P&Z) (RP&CA)
11. The common open space areas within each block shall be subject to the following to satisfaction of the Directors of P&Z and RP&CA:
  - a. The transformers shall be grouped to provide pedestrian access from the Private Street to the Alley, as shown on the preliminary site plan.
  - b. The trash areas and transformers shall be screened by fencing (masonry wall, decorative metal, or painted wood) and landscaping.
  - c. Decorative site furnishings such as benches, trash receptacles, decorative paving, etc shall be provided.
  - d. Coordinate location of site utilities with other site conditions, including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - e. Minimize utility conflicts with plantings, pedestrian areas and major view sheds, as shown on the preliminary site plan.
  - f. Do not locate above grade utilities in dedicated open space areas.
  - g. The area shall be privately maintained by the applicant to the satisfaction of the Director of RP&CA, until conveyance to the Homeowners Association (HOA). Upon conveyance of the open space to the Homeowners Association the HOA shall be responsible for the maintenance each open space area.
  - h. The areas shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (P&Z) (RP&CA)
12. All existing open space, play areas, and mature trees shall be retained, protected, and available to the public until the block on which they are located is redeveloped, except to the extent necessary for routine maintenance. (RP&CA)

13. The applicant shall develop, provide, install, and maintain an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. At a minimum, the Landscape Plan shall:
  - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide detail sections showing above and below grade conditions for plantings above structure. All plantings above structure shall be a minimum of 4 feet soil depth.
  - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
  - f. Provide minimum 4" caliper street trees.
  - g. Provide up to five (5) 8-10" caliper specimen trees within the open space for Parcels B and C. The number of trees and location shall be determined during final site plan review.
  - h. Provide up to twenty (20) additional ornamental street trees on the surrounding streets adjacent to the development, including the 800 block of Wythe Street and the 800, 900, and 1000 blocks of First Street. The location of the off-site trees shall be determined during final site plan review.
  - i. The applicant shall evaluate the possibility of retaining the existing Oak tree (T19) within the existing open space along First Street within the proposed open space of Parcel B. If it is both economically and physically possible to retain the tree, tree protection will be provided in compliance with the City of Alexandria Landscape Guidelines. (P&Z) (RP&CA)
14. Tree protection measures shall be implemented to preserve and protect the 24 inch Willow Oak on the St. John the Baptist Church property adjacent to the development (identified as T47 in the Tree Inventory). Prior to commencement of construction, the applicant shall provide the following:
  - a. Documentation that includes; notification of construction impact, timing/schedule/phasing, potential for loss or damage, and agreed upon remedial measures should loss or damage occur.
  - b. Certified communication with the subject owner(s) and jointly approved binding agreement between affected parties. (RP&CA)
15. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Enforcement.
  - a. Plan shall demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.

- b. Provide external water hose bibs continuous at perimeter of the multi-family buildings. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart. Provide an exhibit demonstrating accessible water coverage including hose bib locations and 90 feet hose access radii. Provide a hose bib at the front and rear elevations of each townhouse.
  - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. All lines beneath paved surfaces shall be installed as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff. (RP&CA)
16. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. All walls shall be brick or stone and all railings provided shall be decorative metal. Indicate methods for grade transitions, handrails (if required by code), directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA and P&Z. (P&Z) (RP&CA) (T&ES)

**D. BUILDING:**

17. **[AMENDED BY PLANNING COMMISSION]** The applicant shall provide the following building refinements to the satisfaction of the Director of P&Z:

*General*

- a. All HVAC units shall be located on the roof and not visible from public or private streets.
- b. All at-grade utilities shall be screened with landscaping or a fence/wall.
- c. The primary exterior materials for each unit shall be limited to masonry, precast, stucco, wood or cementitious siding. Secondary trim and accent elements may include composite materials if approved by the BAR. Samples of all materials shall be provided.
- d. Porches shall be wood and stoops shall be brick or metal and porch railings shall be a single material, either wood, or metal. **Composite materials may be used in lieu of wood where specifically approved by the BAR.**
- e. Chimney enclosures shall be brick, and watertables, exposed foundations shall be brick.
- f. Fireplace vents, flues, vent stacks and other similar protrusions shall not be permitted on any public street or private street frontage including corner units. Furnace vents shall discharge through the roof or the rear facade. HVAC vents or associated elements shall not be visible from a public street. Roof penetrations shall be confined to the rear of the building.
- g. Pitched roofs shall be standing seam metal (painted, galvanized or terne coated) and shingles shall be slate or metal.
- h. Fences located within the front and/or side yards shall made of painted wood or metal with a maximum of 30" to 42" height with a minimum of 50% openness.
- i. All retaining walls shall be brick or stone.
- j. Fixed plantation shutters shall be installed for all windows within the townhouse tandem garages facing the public or private street.

*Townhouse*

- k. Continue to work with Staff to enhance the side and rear elevations of the townhouse units and ARHA flats.
- l. Continue to work with Staff to reduce the actual or perceived height of the south facing facades of the market rate and ARHA units on Wythe Street.
- m. Useable front porches shall be added to 10-12 of the townhouses and/or ARHA triplex flats with the locations to be determined in consultation with Staff. All porches shall be 6 - 8 feet deep.

*Alley Houses*

- n. Continue to work with Staff to address the perceived mass and scale and refine details of these buildings.

*Multifamily Buildings*

- o. Continue to work with Staff to enhance elevations of the multi-family buildings.
  - p. **Footprint**, north multifamily building: ~~in its siting~~, this building shall be ~~redesigned refined to respond to the curvature of North Patrick Street and the geometry of First Street; this can be accomplished either through curving of the building, or~~ by breaking its expression into subunits so that each of the architectural expressions each of which has a consistent relationship to the geometry of the curved street, without modifying the footprint of the building.
  - q. Architectural expression, multifamily buildings: the three proposed multifamily buildings shall be redesigned to the satisfaction of the Director, P&Z, such that each building expresses a clear and identifiable architectural style; further, the two south buildings shall be redesigned not to appear as twin buildings, and the north multifamily building shall be redesigned to express a smaller scale through subdivision of its mass into three visually distinct units.
  - r. ~~Lobby~~ entries at multifamily buildings: building **lobbies entries** shall be ~~provided, and~~ designed to create a prominent and welcoming presence ~~on both North Patrick Street and the new private street (through lobbies)~~, for all three buildings.
  - s. The design of the multi family buildings shall be subject to the requirements herein to the satisfaction of the Director of P&Z and the issues shall be addressed prior to public hearing before the Parker-Gray BAR. ~~In addition within 6 months, Staff shall provide an update to the Planning Commission and City Council regarding the status of the design of the multi-family buildings.~~  
(P&Z) (PC)
18. The ARHA triplexes and the entire multi-family buildings shall incorporate green building measures to achieve Earthcraft certification or a comparable nationally recognized green building program. (P&Z) (T&ES)
19. The market rate townhouses shall incorporate green building measures such that the homes meet the standard for certification under a nationally recognized green building program. Actual third-party certification shall be required only for townhouses in Phase 1 of the project, and may be sought at the applicant's option for the townhouses in the remaining phases. For any townhouses that do not receive third-party certification, the applicant shall prepare a report, signed by a certified green building professional, verifying that the homes were constructed to the same standard as those that did receive



20. The applicant shall provide a plan for diverting from landfill disposal the demolition, construction, and land clearing debris generated by the project. The plan shall outline recycling and/or reuse of waste generated during demolition and/or construction. The plan should outline specific waste streams and identify the means by which waste will be managed (reused, reprocessed on site, removed by licensed haulers for reuse/recycling, etc.). The plan shall be approved prior to the release of the final site plan. Verification that the plan has been implemented shall be provided prior to final certificate of occupancy of each phase.(P&Z) (T&ES)
21. All buildings shall have an address number which is contrasting in color to the background, at least 3 inches high, and visible from the street placed on the front and back of each home. No brass or gold colored numbers should be used. This aids in a timely response from emergency personnel should they be needed. (Police)
22. An automatic sprinkler system is recommended. The building code analysis states that a NFPA 13 R system will be provided on the multi-family buildings, the triplexes and all 4-story townhouses. The NFPA 13R system can only be installed if approved by the Director of Code Enforcement. The applicant shall formally request approval for the installation of the NFPA 13R system. (Code)

**E. PARKING:**

23. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garages by residents and visitors and discourage single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which shall provide the following:
  - a. A minimum of 88 parking spaces shall be provided within the underground garage. A minimum of one parking space shall be provided with each market rate multi-family unit.
  - b. The applicant shall provide controlled access into the underground garages that shall be designed to allow convenient access for residents.
  - c. The townhouse garages with two side-by-side parking spaces shall contain a minimum interior unobstructed dimension of 18 feet by 18.5 feet for two parking spaces. The minimum garage door width shall be 15 feet.
  - d. The townhouses garages with tandem spaces shall provide a minimum interior unobstructed dimension of 9 feet by 18.5 feet for one space and 8 feet by 16 feet for the second space, with a minimum garage door width of 8 feet. The second tandem space can be converted to active living space as a purchase option.
  - e. Each of the townhouse units shall provide a sufficient area for a City standard trash can and recycling exclusive of the area required for parking.
  - f. Individual townhouse garages shall be utilized only for parking; storage which interferes with the use of the garages for vehicle storage is prohibited.
  - g. Handicap parking spaces shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership

and/or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. (T&ES)(P&Z)(Code)

24. The underground parking garage(s) shall be revised to provide the following to the satisfaction of the Directors of T&ES and P&Z.
  - a. The exhaust and intake vents for the garage shall be incorporated into the building and located away from public open space areas.
  - b. The slope on parking ramp to garage entrance shall not exceed 12%. In case the slope varies between 10% and 12% then the applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming.
  - c. Provide a parking aisle width of 24 feet in the underground garages for the multifamily buildings or some other acceptable solution as determined during final site plan review to address turning movement concerns.
  - d. The 90 degree turn in the parking garage of the multifamily buildings on the southern block creates a "blind" turn for vehicles entering and exiting the parking garage. For vehicles entering the garage, the turning movement requires encroachment into the opposing traffic lane. Soften the inside wall to create a radius where the existing corner is located to improve sight distance and the turning characteristics of entering vehicles. If creating a radius is not feasible, measures must be implemented to reduce potential conflicts between ingressing and egressing vehicles in the area of the blind turn. (P&Z) (T&ES)
25. The applicant shall show turning movements of standard vehicles in the parking areas parking garage as per the latest AASHTO vehicular guidelines and to the satisfaction of the Director of T&ES. (T&ES)
26. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall:
  - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
  - b. Provide a location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.

- c. If the plan is found to be violated during the course of construction, a correction notice will be issued 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. (P&Z)(T&ES)

**F. TRANSPORTATION MANAGEMENT PLAN:**

27. The applicant shall be subject to the requirements of the transportation management plan as included in Attachment #1 and the following to the satisfaction of the Directors of T&ES and P&Z.
  - a. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council.
  - b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.
  - c. James Bland shall integrate into the District Transit Management Program when it is organized if requested by the Directors of T&ES and P&Z.
  - d. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
  - e. An annual TMP fund shall be created, based on the TMP reduction goal of 35% of people not using single occupant vehicles, established for James Bland, the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be \$200 per occupied market rate residential. Annually, to begin one year after the initial Certificate of Occupancy is issued, the rate shall increase by an amount equal to the rate of inflation in the Consumer Price Index (CPI) of the United States for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.
  - f. The Director of T&ES shall require that the funds be paid to the City upon determination that the TMP Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site.

- g. The TMP Association shall submit annual reports, fund reports and modes of transportation surveys to the Office of Transit Services and Programs (OTS&P) as detailed in the attachment. (T&ES)

**G. SITE PLAN:**

- 28. The plat of subdivision and all applicable easements shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
- 29. As part of the subdivision plat, a statement regarding the existing 10-foot wide public alleys shall be included and recorded with the plat, which shall read that the applicant and subsequently the Homeowners Association upon conveyance to the Homeowners Association shall be responsible for the maintenance of the 5-foot wide landscape strip that is proposed to be planted behind the existing private homes located along Columbus Street. The remainder 5-foot portion of the alley will be incorporated into the new private street that shall have a public access easement and shall be maintained by the applicant and subsequently the Homeowners Association upon conveyance to the Homeowners Association. The City of Alexandria shall maintain the ownership of the existing public alleys and can access the 5-foot landscape strip "at will" for construction and repair work, as may be necessary. This condition shall be a perpetual requirement and it shall be stipulated in any future lease or property sales agreement that all future tenants, property owners, and/or homeowners associations shall comply with this requirement. (T&ES)
- 30. A perpetual public access easement shall be provided for the Private Streets, Alleys, all sidewalks outside of the right of way, and all common open space areas. The easements shall be recorded prior to the release of the final site plan. (P&Z)
- 31. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)
- 32. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities. (T&ES)
- 33. The private street names shall be approved by Planning Commission prior to issuance of a building permit for the first phase of construction. The street names shall be depicted on the final site plan and the applicant shall be responsible for installing all applicable signage. (P&Z)
- 34. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and P&Z, in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;

- b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts;
  - c. Manufacturer's specifications and details for all proposed fixtures;
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties.
  - e. Provide a numeric summary for the overall project and spot levels for specific areas.
  - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
  - g. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible. The walls and ceiling in the garage shall be painted white, off-white or dyed concrete (white) to increase reflectivity and improve light levels at night.
  - h. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
  - i. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - j. Lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z) (Police) (T&ES)
35. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
36. Decorative mailboxes shall be provided within the internal alleys and shall be depicted on the final site plan to the satisfaction of the Director of P&Z, subject to the approval of the Post Master. (P&Z)
37. All HOA documents shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
  - b. The open space dedicated to the City is accessible to the general public and shall be maintained by the HOA.

- c. All landscaping and open space areas within the development shall be maintained by the HOA.
- d. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Director of P&Z, as determined by the Director.
- e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
- f. Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
- g. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the mid-block crossing streets are private streets with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately.
- h. The developer shall present a disclosure statement to all owners and/or renters, signed prior to signing any lease or contract of purchase. The statement shall disclose the following: that the site is located within the heart of an urban area and proximate to Route 1, the Metrorail track, and other railway operations. These uses will continue indefinitely and will generate noise and heavy truck and vehicular traffic surrounding the site. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.
- i. This development includes 134 units owned by the Alexandria Redevelopment and Housing Authority (ARHA) which are rented to persons that qualify for low-income housing assistance. (P&Z) (T&ES)

38. **[AMENDED BY PLANNING COMMISSION]** If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance capital projects or transit operating programs and services, which would serve all owners of property within the development, ~~the units shall be required to participate in the district it would be the City's plan to include the units in such a district.~~ **ARHA owned units would be exempt from this special tax district real property tax levy, provided these units are, with the advance advice and consent by the City, established to meet the criteria for real property tax exemption under the Code of Virginia. (P&Z) (PC)**

#### **H. CONSTRUCTION:**

39. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)

40. As part of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose; however, the amended Traffic Control Plan, if required by the Director of T&ES shall be submitted to the Director of T&ES along with the building permit application. (T&ES)
  
41. The applicant shall submit 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 final site plan release. At a minimum, the plan shall include and be subject to the following:
  - a. Phasing for each portion of the project and for each required public improvement (streets, traffic signals, sidewalks, etc.).
  - b. All public and private infrastructure necessary to support each phase of the project must be in place prior to the certificate of occupancy for that phase.
  - c. The phasing plan shall allow review, approval and partial release of the final site plan, if requested by the applicant. In addition, building and construction permits required for site pre-construction shall be permitted prior to release of the final site plan, if requested by the applicant; and the plan is submitted to the satisfaction of the Direction of T&ES.
  - d. Temporary pedestrian and vehicular circulation during construction. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction (including temporary sidewalks), including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project.
  - e. Provisions in the event construction is suspended for 6 months or more for:
    - i. temporary streetscape improvements;
    - ii. removal of debris; and
    - iii. screening and barrier protection of construction areas and interim open space improvements.
  - f. Designation of responsibilities for implementing improvements should portions of the project be sold to others for construction, and the posting of bonds to insure implementation of these requirements.
  - g. Include the overall schedule for construction and the hauling route.
  - h. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work.
  - i. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected.
  - j. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES, and Code Enforcement. (P&Z) (T&ES) (Code)

42. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z) (T&ES)
43. No major construction staging shall be allowed from N. Patrick St., Montgomery St., and Madison St. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
44. Any structural elements that extend into public right of way, including but not limited to footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)
45. Safe and convenient pedestrian access shall be maintained during all phases of construction to the satisfaction of the Director of T&ES. A detailed plan shall be submitted prior to construction to specify how the sidewalk closures will occur. (T&ES)
46. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction and Inspection (C&I) prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
47. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
48. Temporary construction and/or sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a permanent certificate of occupancy permit for the building. (P&Z)
49. If the City's existing public infrastructure, including but not limited to streets, alleyways, driveway aprons, sanitary and storm sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures are damaged during construction, the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director of T&ES. A pre-construction walk/survey of the site shall occur with City Staff to document the existing conditions. (T&ES)



50. The applicant shall submit a wall check prior to the commencement of framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation, and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z)
51. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)

**I. HOUSING:**

52. The Developer shall set aside 134 new units (100 two-bedroom and 34 three-bedroom units) as affordable rental housing for income eligible ARHA-assisted households. These units will serve as replacement units for 134 of the now-existing 194 James Bland public housing units pursuant to Resolution 830. (Housing)
53. **[AMENDED BY PLANNING COMMISSION]** Pursuant to Resolution 830, 44 **units** additional James Bland units shall be relocated to the redeveloped **West Glebe Park** and Old Dominion sites (when completed) and 16 units will be relocated to a City-identified and secured location that is acceptable to ARHA. (Housing) **(PC)**
54. Rents, including utility allowances, for the affordable units shall not exceed maximum rent levels allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 50% and/or 60% (as determined by ARHA) of the Washington, D.C. Metropolitan Area Family Median Income. (Housing)
55. The owner shall re-certify the incomes of households residing in these units annually, and shall provide annual reports to the City to demonstrate the project's compliance with income and rent requirements. Copies of documentation provided to the Virginia Housing Development Authority (VHDA) for this purpose will also satisfy this requirement. (Housing)
56. The units will be maintained as affordable rental housing and will also be subject to one-for-one replacement requirements of Resolution 830, as it may be amended from time to time. (Housing)
57. The Developer will submit a Housing Conversion Assistance Plan for residents of the James Bland public housing units to be reviewed and approved by the Landlord-Tenant Relations Board prior to release of the final site plan. (Housing)

58. The number of accessible units in the new development shall be sufficient to comply with the requirements of the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal requirement. (Housing)
59. **[AMENDED BY PLANNING COMMISSION]** At the City's discretion, the Developer will make available up to 20% of the 148 multifamily units **to be made available from the market rate units** to provide workforce homeownership opportunities subsidized by the City so that the units can be purchased by eligible households at an affordable price. The intent of such City subsidy would be to cover the gap between the Developer's market price and the City-established affordable price. The City will notify Developer of its decision to exercise such option, and the number of units to be subject to such option, no later than the latter of final site plan approval for each multi-family building, or 30 days after the Developer notifies the City of its sales prices for the market units. (Housing) **(PC)**
60. The City has defined workforce sales housing as housing affordable to households at 80% to 120% of area median income. Should the City elect to exercise its option to provide a workforce housing subsidy, the specific income level(s) for which prices would be set, and the number of units to be so subsidized (up to 20% of the total multifamily units), would be determined at that time. (Housing)
61. Any units for which the City exercises its workforce housing option will be subject to resale controls to be established by the City. (Housing)
62. **[AMENDED BY PLANNING COMMISSION]** The Developer **shall agrees to** explore the feasibility (economic and otherwise) of increasing the integration of the public housing and market rate units within the multifamily buildings, ~~and present its findings to the City Council within one year.~~ **It is understood that if it is not possible to revise the layout of the multifamily buildings as proposed, then the buildings may be built as proposed.** It is not the intent of this condition to require that the Developer create a situation that results in economic loss. (Housing) **(PC)**
63. **[AMENDED BY PLANNING COMMISSION]** **[Previously Condition 64 – order amended]** A community association or similar group that includes the property-owners and ARHA residents shall be established to ensure that public housing residents have a voice in the new community. (P&Z)
64. **[AMENDED BY PLANNING COMMISSION]** ~~ARHA shall designate a community communications team consisting of Board members and ARHA program and property management Staff, and any other persons it deems appropriate, to meet regularly with residents of the development and interested members of the surrounding community.~~ **The president of the community association, a representative of ARHA (Executive Director or Deputy Director), and a representative of the HOA or its property management company shall be required**

**to meet regularly with interested members of the surrounding community.** These meetings, **which shall involve participation by ARHA,** are intended to serve as a forum for sharing information and addressing concerns about the development, with a goal of creating a successful community for the residents and surrounding neighbors. (Housing) **(PC)**

**J. SIGNAGE:**

65. Freestanding subdivision or development signs shall be prohibited. (P&Z)
66. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z) (T&ES)

**K. STORMWATER:**

67. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
68. The project site lies within the City's Combined Sewer District. Proposed stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with City's policy for management of storm water discharge within the Combined Sewer District. (T&ES)
69. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
70. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
71. Provide BMP narrative and complete pre and post development drainage maps that include areas that contribute surface runoff from beyond project boundaries to include

adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)

72. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
73. The Applicant shall submit 2 originals of a storm water quality BMP Facilities Maintenance Agreement with the City to be reviewed as part of the second final site plan submission. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
74. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
75. If units will be sold as individual units and a homeowner's association (HOA) established, the following two conditions shall apply:
  - o The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - o The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the HOA with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.Otherwise the following condition applies:
  - o The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project.

The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

76. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Office of Environmental Quality on digital media. (T&ES)
77. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed.

**L. WASTEWATER / SANITARY SEWERS:**

78. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
79. The project lies within the Combined Sewer District; therefore, the applicant shall provide complete sewer separation for the combined sewers serving the site as shown on the Preliminary Site Plan. At the discretion of the Director of T&ES, the applicant will continue the separation for the combined sewer serving the existing structures on the same blocks as the project site at the cost and expense of the city. Such additional separation shall take place at the Director of T&ES's discretion if a mutually acceptable cost for the additional separation is agreed upon between the Applicant and the City. (T&ES)

**M. SOLID WASTE:**

80. The Home Owners Association and Condominium Owners Association shall be responsible to provide solid waste collection services for the entire project including the townhouses and the multi-family portion of the development and deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria and is consistent with City policy, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

**N. CONTAMINATED LAND:**

81. The plan shall indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the applicant must immediately notify the City of Alexandria Department of T&ES, Office of Environmental Quality. (T&ES)

**O. NOISE:**

82. All exterior building mounted loudspeakers are prohibited. (T&ES)

**P. AIR POLLUTION:**

83. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys.(T&ES)
84. No material may be disposed of by venting into the atmosphere. (T&ES)
85. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
86. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

**Q. ARCHAEOLOGY:**

87. To insure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete a Documentary Study. The Documentary Study shall be completed prior to the first submission of the final site plan or January 1, 2009 (whichever is earlier). If the Documentary Study indicates that the property has the potential to yield significant buried resources, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation. The Archaeological Evaluation will need to be completed in concert with demolition activities. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
88. The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:

- a. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a Resource Management Plan must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399.
  - b. The applicant/developer shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
  - c. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology)
89. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place. (Archaeology)
90. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (Archaeology)

## **CITY DEPARTMENT CODE COMMENTS**

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

### **Transportation and Environmental Services**

- F-1 The calculations on multiple worksheet C's did not use consistent significant figures or rounding when calculating the phosphorus removal requirement versus the phosphorus removed. For approval of the final plan when the design areas are more definitive, significant figures and rounding shall be consistent to prove that the phosphorus removal requirement is actually being met. (T&ES- OEQ)
- F-2 The applicant shall clarify if the design intent is to have separate BMP structures and detention vaults or if the intent is to combine them to accomplish both quality and quantity control. (T&ES- OEQ)
- F-3 The applicant is reminded that to receive credit for treating the designated WQV for each parcel the BMP structure must be designed to store the WQV without any portion being allowed to pass through the overflow orifice or the BMP structure must have a treatment flow rate equal to flow rate generated by the three month storm. (T&ES- OEQ)
- F-4 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F-5 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-6 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-7 Include all symbols, abbreviations, and line types in the legend. (T&ES)



- F-8 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-9 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F-10 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F-11 Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F-12 No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F-13 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F-14 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F-15 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-16 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C-2 Per the requirements of the City of Alexandria Zoning Ordinance Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective pre-development rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. The applicant shall provide routings for each proposed vault (detention system) in the first final site plan to demonstrate that the peak post development runoff rate is equal to or less than 90% of the pre-development peak runoff rate. (T&ES)
- C-3 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall

- be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
- C-4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C-5 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C-6 Solid Waste and Recycling Condition: The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C-7 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-8 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C-9 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-10 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-11 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-12 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES)
- C-13 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-14 All utilities serving this site shall be placed underground. (T&ES)
- C-15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

- C-16 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C-17 A pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading shall be designed using California Bearing Ratio (CBR) determined through geotechnical investigation using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications or to the satisfaction of the Director of Transportation and Environmental Services (T&ES). (T&ES)
- C-18 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C-19 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C-20 All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-21 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-22 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C-23 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES)
- C-24 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)

**Code Enforcement**

- F-3 No parking spaces can be located in front of fire hydrants. The applicant indicates this finding has been satisfied; however, multiple parking spaces (shown on Sheet C12.00) are located in front of fire hydrants. Still not in compliance.
- F-4 The fire hydrant symbol should be included on the legend (Sheet C12.00) as well as on all locations of the fire hydrants. Finding resolved.
- F-5 The block directly north of the Charles Houston Recreation Center needs additional fire hydrants because it does not comply with comment C-11. Finding resolved.
- F-6 The ARHA triplex buildings need at least one FDC on the buildings as well as comply with the FDC distance requirements to fire hydrants in comment C-11. Finding resolved.
- F-7 The proposed FDC's and fire hydrants can not be obstructed by the proposed vegetation shown on sheet L1.10. Finding resolved; the vegetation shown is ground cover.
- F-9 There are fire lane signs within alleys that are not proposed to be emergency vehicle accessible.
- F-10 Not all distances are shown between fire hydrants and FDC's. The applicant shall show by next submission.
- C-11 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) any fire department connections (FDC) to the buildings; c) fire hydrants located within one hundred (100) feet of each FDC provided; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the buildings with a (two-way) twenty-two (22) foot minimum width or (one-way) eighteen (18) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Condition met; shown on Sheet C12.00. Proposed units 10 and 11 located on the block north of the Charles Houston Recreation Center do not have access to them by any emergency vehicle. This shall be addressed by next submission. Finding resolved.
- C-12 Prior to submission of the Final Site Plan #1, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Division of Code Enforcement, 301 King Street, Suite 4200, Alexandria, VA 22314. Acknowledged by applicant
- C-17 Required exits, parking, and facilities shall be accessible for persons with disabilities. The number of handicap parking spaces shall comply with USBC Table 1106.1. Still has not shown compliance.

## **Police**

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520.
- R-2 All proposed shrubbery should have a *natural* growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.
- R-3 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R-4 Trees should not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R-5 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R-6 The luminaries proposed to be affixed to the light poles should be effective in directing light illumination where it should go, which is on the ground.
- R-7 In reference to lighting in the alleyway, it is recommended that the applicant meet the lighting standard set by Transportation & Environmental Services. The Alexandria Lighting Standard set by T&ES for “walkways” for multi-family & surface parking area uniformity is 1.0 footcandle minimum maintained. The lighting should be consistently uniformed. Illumination should fall throughout the parking area, along the walkway, along the building edge and building entrances.
- R-8 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are in the open position.
- R-9 It is recommended that all buildings have an address number which is contrasting in color to the background, at least 3 inches high, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R-10 It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.
- R-11 Access to the upper lever units in the multi-family buildings is gained by a stairway having an exterior door at ground level. It is recommended that these doors have

electronic security hardware, controllable by the residents. There should be an intercom allowing residents to identify visitors prior to them granting access into the building. This will aid in the prevention of non-residents gaining entry and sleeping in the stairwells.

- R-12 For the safety of the persons using the proposed garage, vehicular access to the parking facility should be controlled by garage doors that are operated with electronic proximity card readers. Comprehensive access control is an obvious and effective method for reducing the criminal opportunity. Controlling vehicular access to a parking facility is extremely beneficial to security.
- R-13 Any ground level pedestrian exits from the garage that open into non-secure areas should be emergency exits only and fitted with panic bar hardware.
- R-14 The exterior of the parking structure should be well lit on all sides (consideration should be given to specifying lighting fixtures that resist breakage) and should be as symmetrical as possible. Avoid architectural designs that provide hiding places where individuals could easily conceal themselves. This is an area where safety and security should not be sacrificed for architectural aesthetics.

### **Archaeology**

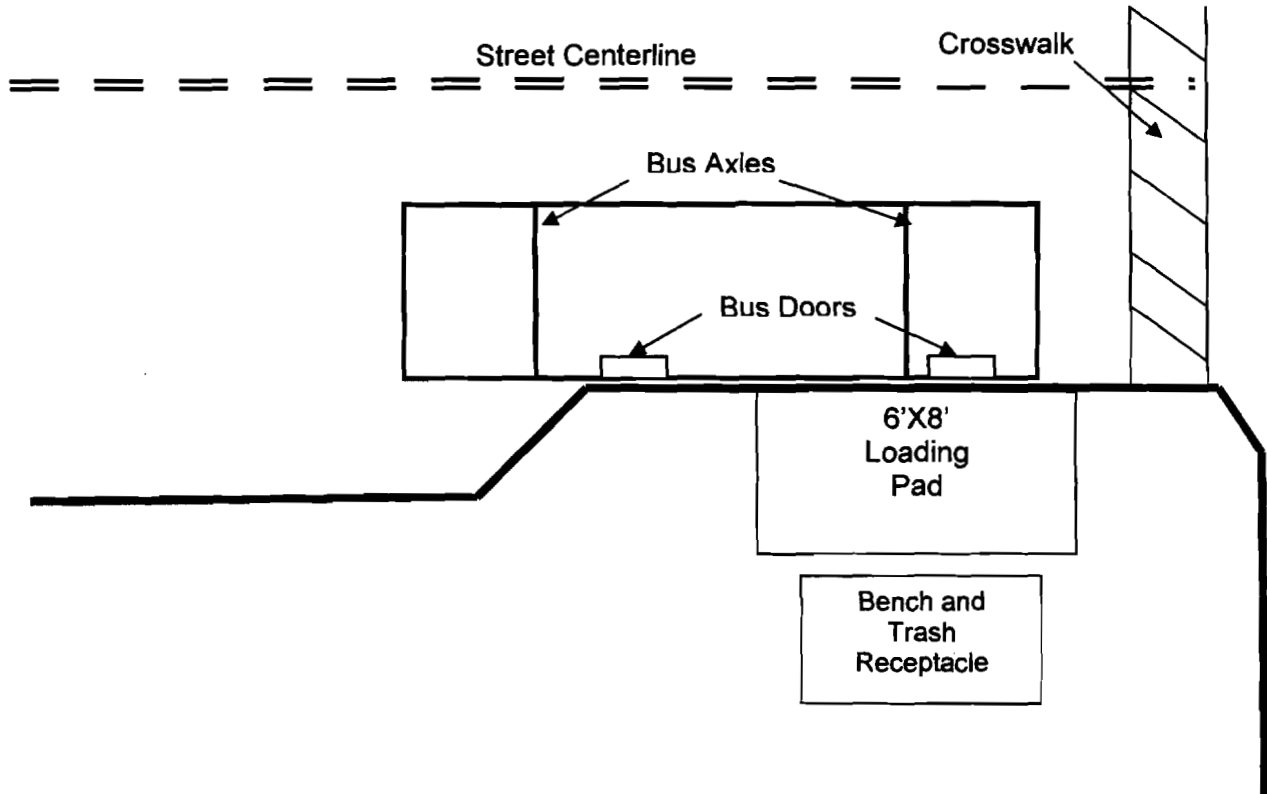
- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.
- F-1 Archaeological resources in the development area have the potential to provide insight into Alexandria's past, but additional documentary study is needed. The limited historical research that has been completed about the development blocks and the vicinity to date indicates that the Henry Daingerfield estate extended onto the recreation center property, with the house situated in the middle of Wythe Street. During the Civil War, the area was the site of the Barracks, Kitchens &c. for Washington Street Corral. A small 18 by 13 foot structure was located near the northeast corner of Columbus and Wythe. Mess rooms, kitchen and bunk rooms extended across Wythe on the west side of Columbus, and a kitchen and privy were located in the middle of Wythe Street. By 1877, there were several structures in the development area. There was a cluster west of the canal near the Alexandria and Washington Turnpike and the Washington and Alexandria Railroad line (Columbus, First and Alfred Streets), and there were structures on Columbus near Madison. In the late 19th century, this was the location of an African American community, "the Hump". Structures are shown on Sanborn maps on most of the blocks by the 1920s and '30s.
- F-2 The applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

**Condition Attachments:**

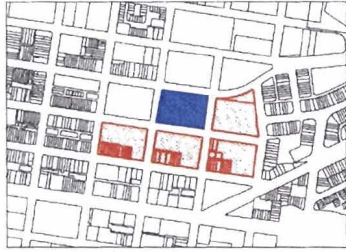
- 1 – Bus Stop at Bulb Out**
- 2 – Open Space Expansion**
- 3 – TMP**



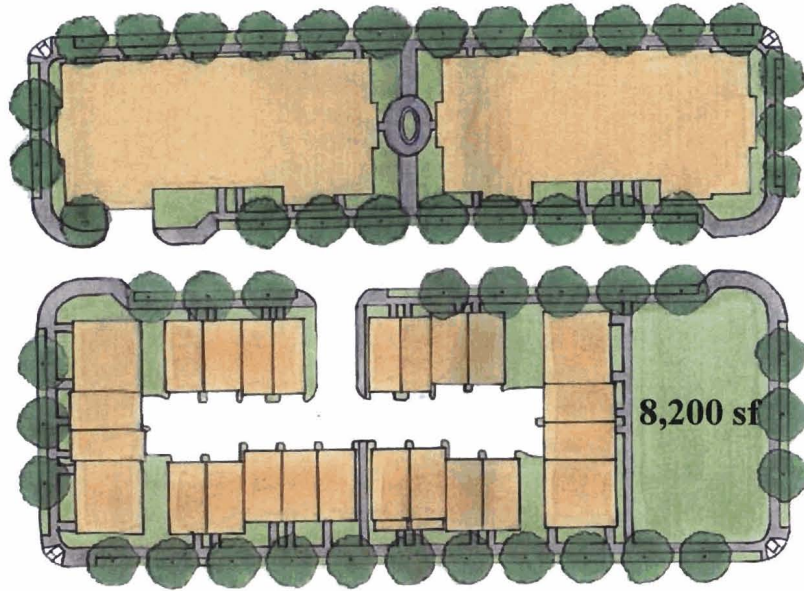
# Attachment #1 – Bus Stop at Bulb Out



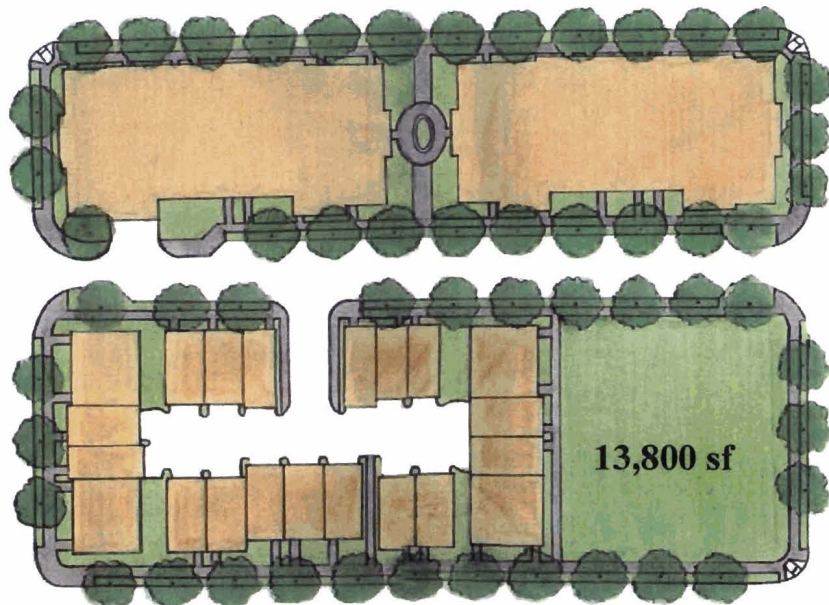
## Attachment #2 – Open Space Expansion



Map Key: James Bland  
Redevelopment (red)  
Block with Open Space  
(blue)



Current Proposal



Staff Recommendation

## Attachment #3 – TMP

### James Bland Redevelopment — TMP/SUP # 2008-0060

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James Bland Redevelopment is within the Braddock Road Metro Station boundaries and is located approximately 1,573 feet from the Braddock Road Metro Station. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Office of Transit Services & Programs proposes for James Bland residential redevelopment:

#### General Information on the Project

Location: 918 N. Columbus Street, 998 & 898 N. Alfred Street, 801 & 808 Madison Street  
Alexandria, Virginia 22314

Project scheduled to be completed by 2015.

#### Transportation Management Plan

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

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

The Transportation Management Program for James Bland Redevelopment consists of 5 parts:

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

**1. Goal and Evaluation of the TMP**

- a. James Bland Redevelopment site is located approximately 1,573 feet from the Braddock Road Metro Station. Several DASH and Metro bus lines servicing the site provide connection to the nearby King Street Metro Station and the VRE commuter train station. In view of this accessibility to transit, the TMP goal for James Bland Redevelopment is established at 35% non-SOV at peak hours.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents and tenants, as well as retail employees, to switch to transit as opposed to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal. The fund report and survey are covered under paragraph 3, sections c, d, and e.

**2. TMP Organization and Funding**

- a. The developer has agreed to establish an owners/tenant’s association (the TMP Association) to manage and implement the TMP on behalf of the residents of the project. The City of Alexandria Office of Transit Services & Programs (OTS&P) may assist the TMP Association.
- b. An Annual Work Plan will be developed by the TMP Association and approved by the Office of Transit Services & Programs. This work plan will be due on January 15 of every year. To fund the ongoing operation and management of the TMP, the TMP Association will assess each owner of property within the development following issuance of each building’s certificate of occupancy. The annual rate for the fund is established in paragraph 3.c. of this same document. The rate will be adjusted yearly as per the consumer price index (CPI) of the United States.

**3. Transportation Management Plan**

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

<b>Use</b>	<b>Units</b>
Residential	379

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

- i. **①** A TMP Coordinator shall be designated for the entire project *upon application for the initial building permit*. The name, location, and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
  - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees.
  - iii. Printed information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location and a website with this information and appropriate links to transportation resources shall be created and maintained.
  - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments (MWCOG) Commuter Connections Program, but also site-specific matching efforts. Information on MWCOG's Guaranteed Ride Home Program should be available to residents.
  - v. A carshare program shall be established as part of the ridesharing and transportation options marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents and the TMP Coordinator will arrange with any of carshare company for placement of vehicles in this project. Currently, Zipcar has vehicles in the Alexandria area. For those individuals who take transit, carpool, vanpool, walk, or bike to work, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
  - vi. Discounted bus and rail fare media shall be sold to residents of the project including during regular HOA meetings. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **②** **TMP Fund:** The annual rate for the TMP Fund account is calculated based on the TMP goal established for James Bland Redevelopment, the project's size and the benefits to be offered to participating residents. Based on a 35% non-

SOV goal for the proposed project, a monthly benefit rate is established at the initial annual contribution levels of \$200 per occupied market rate residential unit. This preliminary rate may change when the Braddock Area Transportation Management Plan is established. These contributions will be adjusted yearly as per the consumer price index (CPI). *The first payment to the fund shall be made with the issuance of initial Certificate of Occupancy.* Payments shall be the responsibility of the developer until this responsibility is transferred by legal arrangement to the owners association. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:

- i. Discounting the cost of bus and transit fare media for on-site residents/owners. *Exception:* The fund shall not be utilized to subsidize the cost of transit for residents/owners whose employers already reimburse them for their transit cost.
  - ii. Subsidies to transit providers.
  - iii. Marketing activities, including advertising, promotional events, etc.
  - iv. Bicycle lockers for residents.
  - v. Membership and application fees for carshare vehicles.
  - vi. Participate in air quality/ozone action day programs.
  - vii. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
- d. **Unencumbered Funds:** The Director of T&ES may require that any unencumbered funds remaining in the TMP account at the end of each reporting year be paid to the City upon determination that the TMP Association has not made reasonable effort to use the funds for TMP activities. As determined by the Director of T&ES, these funds shall be used for transportation, transit or ridesharing projects and activities which benefit the site.
- e. ③ The TMP Association will provide semi-annual TMP Fund reports to the Office of Transit Services and Programs. These reports will provide a summary of the contributions to the fund and all expenses incurred and should be accompanied by supporting documentation. *The first report will be due six months following the issuance of the first certificate of occupancy.*
- f. ④ The TMP Association shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit

ridership and peak hour traffic, the summary results of the annual survey, together with the raw data, and a work program for the following year. *The initial report shall be submitted 1 year from the time of 60% occupancy of James Bland Redevelopment.* The annual report shall identify, as of the end of the reporting period, the amount of square footage of occupied units. In conjunction with the survey, the TMP Association shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project.

#### **4. Evaluation of the Effectiveness of the TMP**

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Association, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Association, and will be used in developing the annual work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP have flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

#### **5. District Transit Management Program**

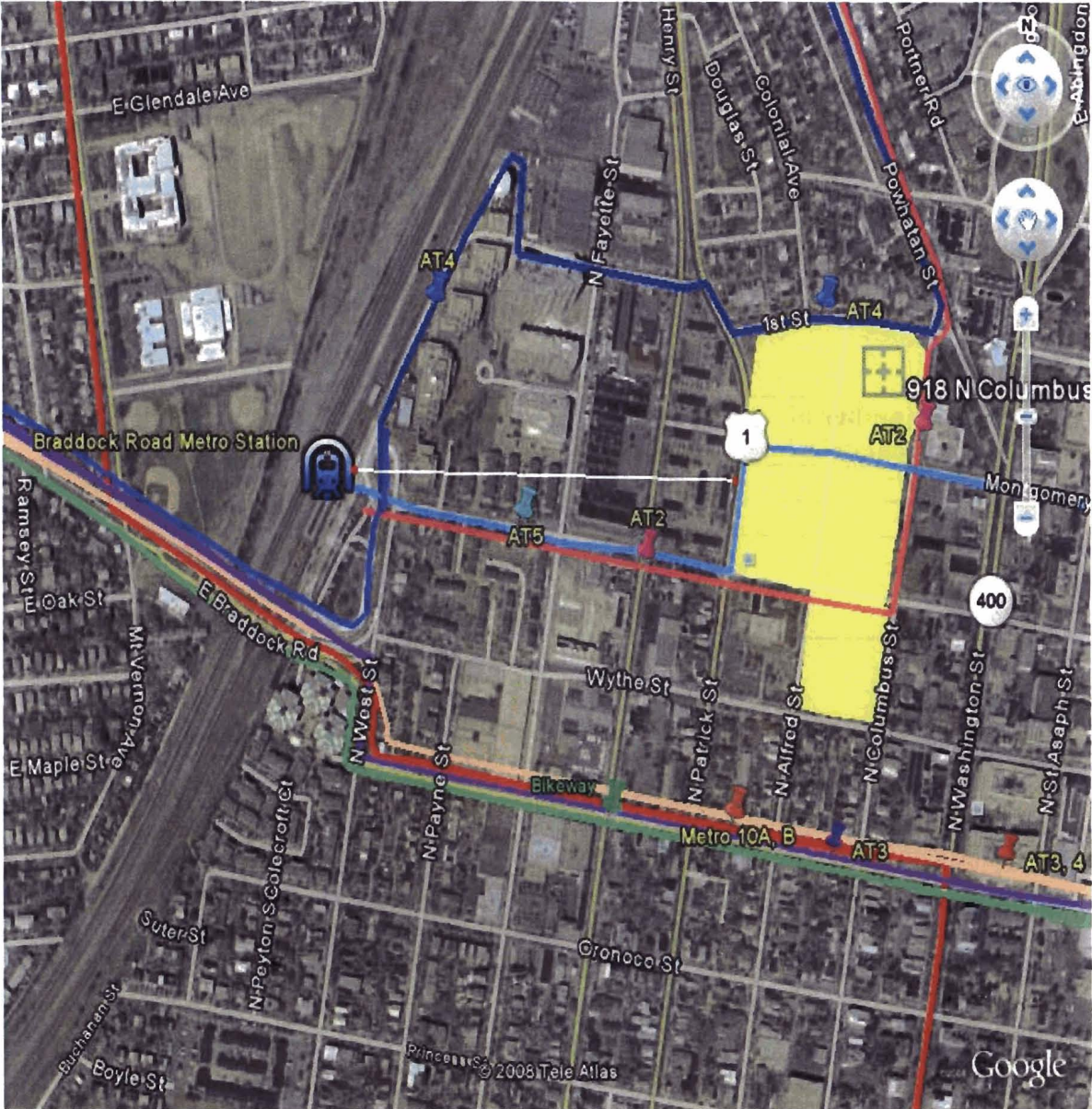
The James Bland Redevelopment should integrate the Braddock Road Metro District Transit Management Program when it is organized. All TMP holders in the Braddock Metro Station area will be part of this District. The objective of this district is to make optimum use of transportation resources for the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

**6. Permanence of the TMP Ordinance**

- a. **⑤** *Prior to any lease/purchase agreements*, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such *language to be reviewed and approved by the City Attorney's office*.
- b. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.



SUP/TMP # 2008-0060 — James Bland Redevelopment — Transit Inventory



**TMP/SUP # 2008-0060 - Rate Calculations for James Bland Residential Redevelopment**

<b>Residential Use</b>	<b>Units</b>
Market Rate	245
Subsidized	134
<b>Total Units</b>	<b>379</b>

**Assumption** — 35% non-SOV Vehicles = 133 trips

<b>Transit Benefits</b>				
<b>35% Goal Beneficiaries</b>	<b>Number of Beneficiaries</b>	<b>Benefit Amount (\$)</b>	<b>Total Monthly Benefit (\$)</b>	<b>Total Annual Benefit (\$)</b>
133 Residents	67 <sup>2</sup>	60	4,020	48,240
			<b>Total</b>	<b>48,240</b>

<b>Carshare Benefits</b>			
<b>15% Goal Beneficiaries</b>	<b>Number of Beneficiaries</b>	<b>Annual Membership Cost (\$)</b>	<b>Total Cost Zipcar Benefit (\$)</b>
133 Residents	20	75	1,500
		<b>Total</b>	<b>1,500</b>

<b>TMP Fund Allocations</b>		
	<b>Expenses (\$)</b>	<b>Funds Available (\$)</b>
Total Annual Fund Contribution per market rate unit \$200 x 245 units =		49,000
Transit Benefits	48,240	
Carshare Benefits	1,500	
TMP Promotional and Administrative Costs	49,740	49,000

<sup>2</sup> Assuming that the remainder 50% of residents already get transit benefits from their employer.

## **IX. APPENDIX**

### **1. NEIGHBORHOOD CONTEXT & HISTORY**

#### *Location*

The James Bland site is located in the Parker-Gray and Northeast neighborhoods. The footprint of the existing site, and the proposed mixed-income redevelopment, covers five city blocks between North Patrick Street to the west, North Columbus Street to the east, Wythe Street to the south and First Street to the north. There are 194 public housing units on the 8.5 acre site, and three of the blocks, fronting North Columbus Street, have a total of 32 existing privately owned townhomes. The two northern blocks are within the Northeast Small Area Plan, the three southern blocks are part of the Parker-Gray neighborhood.

Parker-Gray was recognized as a local historic district in 1984, and architectural changes within the neighborhood are regulated by the Parker-Gray Board of Architectural Review (BAR). In June of 2008, National Historic recognition of Parker-Gray nomination was discussed by the Virginia Department of Historic Resources (VDHR) Historic Resources Board, who voted to support and forward the nomination to the National Park Service. It is anticipated that Parker-Gray will be listed on the National Register of Historic Places by the end of 2008.

Some of the notable historical sites include the Queen Street corridor, which was once the City's primary African-American business district, and the Parker-Gray school, from which the district drew its name. Sarah Gray was the principal of the Hallowell School for Girls, located on Pitt Street, and John Parker was the principal of the Snowden School for Boys, on North Alfred Street. The new school, built in 1920, educated black students from first through eighth grade, and was located at 900 Wythe Street, now the site of the Charles-Houston Recreation Center. Other addresses of note include the Alexandria Black History Museum, formerly the Robinson Library, at 638 North Alfred, which was the first to serve the African American community in Alexandria, and the People's Flower Shop, at 509 North Alfred, which was the first African American florist in the City.

Although the street grid has been in place since 1797, the Parker-Gray neighborhood was primarily built post-1870, with brick commercial buildings and simple wood frame houses with Italianate, Queen Anne and Colonial Revival detailing. The western edge along Route One (North Patrick and North Henry streets) has a concentration of warehouse and highway-oriented businesses. At the northern edge at First Street, the grid changes with homes built in the 1930's. Between the early 1940's and 1959, several blocks were razed, including those now occupied by James Bland and James Bland Addition, and approximately 200 units of public housing were added.

#### *James Bland*

The James Bland Homes were named for James Alan Bland, an African American musician and songwriter who graduated from Howard University in 1873. He wrote over 700 songs including, "Carry Me Back to Old Virginia", which was the official Virginia State Song from 1940-1997.

The project was constructed in two phases, with the first four-block area in 1954, and an additional block, known as the James Bland Addition, in 1959.

## 2. PARKING TABULATIONS

### Required Parking per Zoning Ordinance

Unit Type	Zoning Requirement (space per unit)	Number of Units	Required Parking
<i>Market-rate</i>			
Townhouses	2	159	318
Multifamily – 1 bed	1.3	56	73
Multifamily – 2 bed	1.75	30	53
Visitor Parking	15% of Total *		67
		<b>Market Total</b>	<b>511</b>
<i>ARHA</i>			
2-bed	1.75	100	175
3-bed	2.2	34	75
Visitor Parking	15% of Total *		38
		<b>ARHA Total</b>	<b>288</b>
		<b>TOTAL</b>	<b>799</b>

\* recommendation, not a zoning requirement

### Parking per Braddock Plan Recommendations

Unit Type	Plan Recommendation (space per unit)	Number of Units	Required Parking
<i>Market-rate</i>			
Townhouses	1.5	159	239
Multifamily – 1 bed	1.0	56	56
Multifamily – 2 bed	1.0	30	30
Visitor Parking	15% of Total		49
		<b>Market Total</b>	<b>374</b>
<i>ARHA</i>			
2-bed	1.0	100	100
3-bed	1.0	34	34
Visitor Parking	15% of Total		20
		<b>ARHA Total</b>	<b>154</b>
		<b>TOTAL</b>	<b>528</b>

### 3. PUBLIC MEETINGS LIST

	<b>Date</b>	<b>Organization</b>	<b>Time</b>	<b>Location</b>
1	2/20/2008	NorthEast Citizens' Association General meeting	7:30-9	Fire Station
2	2/26/2008	ARHA Board Meeting	5:00-7	ARHA Office
3	2/28/2008	Braddock East Advisory Group Mtg. #1	6:30-9	Jefferson Houston
4	3/19/2008	Braddock East Advisory Group Mtg. #2	6:30-9	Jefferson Houston
5	4/5/2008	Meeting with ARHA Residents	11:00-1	St. Joseph's
6	4/16/2008	NorthEast Citizens' Association General meeting	7:30-9	Fire Station
7	4/17/2008	Columbus Street Neighborhood meeting	7:00-8	St. Josephs Church
8	4/23/2008	James Bland Open House	7:00-9	Ebenezer Baptist Church
9	4/24/2008	Braddock East Advisory Group Mtg. #3	6:30-9	Jefferson Houston
10	4/28/2008	ARHA Board Meeting	5:00-7	ARHA Office
11	5/7/2008	Inner City Board meeting	7:00-8	Durant Center
12	5/14/2008	Inner City Civic Association General meeting	7:30-9	Durant Center
13	5/15/2008	Braddock East Advisory Group Mtg. #4	6:30-9	Jefferson Houston
14	5/19/2008	Upper King Street Neighborhood Civic Assoc.	7:30-9	Durant Center
15	5/21/2008	NorthEast Citizens' Association General meeting	7:30-9	Fire Station
16	6/3/2008	James Bland Worksession – PC and BAR	7:30-9	Council Workroom
17	6/16/2008	BEAG BBQ (rained out)	6:00-8	James Bland
18	6/18/2008	NorthEast Citizens' Association General meeting	7:30-9	Fire Station
19	6/19/2008	Braddock East Advisory Group Mtg. #5	6:30-9	Durant Center
20	6/25/2008	BAR Worksession	8:00-10	Council Chambers
21	6/26/2008	Braddock East Community Workshop	6:30-9	Ebenezer Baptist Church
22	7/9/2008	Inner City Civic Association General meeting	7:30-9	Durant Center
23	7/10/2008	NorthEast Land Use Committee	7:30-9	Fire Station
24	7/15/2008	Braddock East Advisory Group Mtg. #6	6:30-9	Durant Center
25	7/19/2008	BEAG BBQ (rescheduled)	4:00-6	James Bland
26	7/23/2008	Parker-Gray BAR Worksession	8:00-10	Council Chambers
27	8/4/2008	First Street Residents	7:30-9	911 First Street
28	8/5/2008	NorthEast Land Use Committee	7:30-9	Fire Station
29	8/7/2008	ARHA Redevelopment Work Group	6-8:30	Council Workroom
30	8/13/2008	NorthEast Citizens' Association General meeting	7:30-9	Fire Station
31	8/18/2008	Inner City Civic Association General meeting	7:00-9	Durant Center
32	8/21/2008	First Street Residents	7:30-9	Fire Station
33	9/3/2008	Braddock East Advisory Group Mtg. #7	6:30-9	Jefferson Houston
34	9/4/2008	Planning Commission Worksession	6:00-7	Council Chambers
35	9/11/2008	Inner City Civic Association General meeting	7:00-9	Durant Center
36	9/16/2008	Braddock East Community Meeting	6:30-9	Jefferson Houston
37	9/17/2008	NorthEast Citizens' Association General meeting	7:30-9	Fire Station
38	9/24/2008	Parker-Gray BAR Hearing	7:30-9	Council Chambers

	<b>Date</b>	<b>Organization</b>	<b>Time</b>	<b>Location</b>
39	10/7/2008	Planning Commission Hearing	7:30-9	Council Chambers
40	10/16/2008	Braddock East Advisory Group Mtg. #8	6:30-9	Jefferson Houston



# James Bland Redevelopment Site Plan



**James Bland Redevelopment**  
Location of Market Rate & ARHA Units





# James Bland Redevelopment Parking Proposal



**APPLICATION**

MPA # 2008-0004  
REZ # 2008-0001

Master Plan Amendment MPA # \_\_\_\_\_  
 Zoning Map Amendment REZ # \_\_\_\_\_

**PROPERTY LOCATION:** 918 N. Columbus St., 898 & 998 N. Alfred St., 801 & 808 Madison St.

**APPLICANT**

Name: Alexandria Redevelopment and Housing Authority & EYA Development, Inc.  
Address: 600 N. Fairfax Street 4800 Hampden Lane, Suite 300  
Alexandria, VA 22314 Bethesda, MD 20814

**PROPERTY OWNER:**

Name: Alexandria Redevelopment and Housing Authority  
Address: 600 N. Fairfax Street, Alexandria, VA 22314

**Interest in property:**

Owner       Contract Purchaser  
 Developer    Lessee                       Other \_\_\_\_\_

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

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

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

Jonathan P. Rak, Esq.  
Print Name of Applicant or Agent

Jonathan P. Rak  
Signature

McGuireWoods LLP  
1750 Tysons Blvd., Suite 1800  
Mailing/Street Address

(703) 712-5411 (703) 712-5231  
Telephone #                      Fax #

McLean, VA 22102  
City and State                      Zip Code

7/3/08  
Date

**DO NOT WRITE IN THIS SPACE – OFFICE USE ONLY**

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

MPA # 2008-04  
 REZ # 2008-01

**SUBJECT PROPERTY**

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map – Block Lot	Land Use Existing - Proposed		Master Plan Designation Existing – Proposing		Zoning Designation Existing – Proposing		Frontage (ft.) Land Area (acres)
1. 054.02-09-01	Multifamily residential	Townhouse, and multi-family residential	RM	CDD	RB	CDD	62,235 SF
2. 054.02-10-01	Multifamily residential	Townhouse, and multi-family residential	RM	CDD	RB	CDD	78,890 SF
3. 054.02-11-01	Multifamily residential	Townhouse, and multi-family residential	RM	CDD	RB	CDD	87,191 SF
4. 054.04-01-01	Multifamily residential	Townhouse, and multi-family residential	RM	CDD	RB	CDD	66,261 SF
5. 054.04-07-01	Multifamily residential	Townhouse, and multi-family residential	RM	CDD	RB	CDD	54,018 SF

**PROPERTY OWNERSHIP**

Individual Owner                       Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

- Name: Alexandria Redevelopment and Housing Authority      Extent of Interest: 100%  
 Address: 600 N. Fairfax Street, Alexandria, VA 22314
- Name: \_\_\_\_\_      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_
- Name: \_\_\_\_\_      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_
- Name: \_\_\_\_\_      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_

## JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

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

The redevelopment to a mixed income community will be beneficial to the surrounding properties by providing new, upgraded public housing units and integrating them into a blended community.

This amendment is consistent with the goals of the Braddock East Small Area Plan.

The Braddock East Small Area Plan process, which is occurring in conjunction with this

Application, is intended to address the need for redevelopment of the aging public housing

communities in the Braddock Metro Neighborhood and to take advantage of the more current trend

in the operation of public housing by using mixed income developments rather than concentrating

public housing in one location.

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

The purpose of the CDD zone is to incorporate principles and guidelines adopted as part of the

Master Plan into the zoning regulations to ensure compliance with the overall master plan.

Therefore, the CDD regulations for this property will be crafted to be consistent with the master plan.

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

The Braddock Metro Neighborhood Small Area Plan that was recently adopted addresses the

need for adequate facilities for proposed developments within the small area plan.

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

N/A



**APPLICATION**

**CDD DEVELOPMENT CONCEPT PLAN**

**CDD #** 2008-0002

[must use black ink or type]

**PROPERTY LOCATION:** 918 N. Columbus St., 898 & 998 N. Alfred St., 801 & 808 Madison St.

**TAX MAP REFERENCE:** 054.02-09-01, 054.02-10-01, 054.02-11-01 **ZONE:** RB (to be amended to CDD)  
054.04-01-01-, 054.04-07-01

**APPLICANT'S NAME:** Alexandria Redevelopment and Housing Authority & EYA Development, Inc.  
**ADDRESS:** ARHA, 600 N. Fairfax Street, Alexandria, Virginia 22314  
EYA, 4800 Hampden Lane, Suite 300, Bethesda, Maryland 20814

**PROPERTY OWNER NAME:** Alexandria Redevelopment and Housing Authority  
**ADDRESS:** 600 N. Fairfax Street, Alexandria, Virginia 22314

**REQUEST:** Approval of a CDD Concept Plan for the redevelopment of the James Bland Public Housing Community into a mixed income residential community with public housing and market rate housing.

**THE UNDERSIGNED** hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Jonathan P. Rak, Esquire, Agent  
Print Name of Applicant or Agent

Jonathan P Rak  
Signature

McGuireWoods LLP  
Mailing Address  
1750 Tysons Boulevard, Suite 1800  
McLean, VA  
City and State

(703) 712-5411 (703) 712-5231  
Telephone # Fax #  
22102  
Zip Code Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_ Date and Fee Paid: \_\_\_\_\_ \$ \_\_\_\_\_  
ACTION - PLANNING COMMISSION: \_\_\_\_\_ ACTION - CITY COUNCIL: \_\_\_\_\_

**APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2008-0013**

PROJECT NAME: James Bland

PROPERTY LOCATION: 918 N. Columbus St., 898 & 998 N. Alfred St., 801 & 808 Madison St.

TAX MAP REFERENCE: 054.02-09-01, 054.02-10-01, 054.02-11-01 ZONE: RB (amended to CDD)  
054.04-01-01, 054.04-07-01

APPLICANT Name: Alexandria Redevelopment and Housing Authority & EYA Development, Inc.  
ARHA, 600 N. Fairfax Street, Alexandria, VA 22314  
Address: EYA Development, Inc., 4800 Hampden Lane, Suite 300, Bethesda, MD 20814

PROPERTY OWNER Name: Alexandria Redevelopment and Housing Authority  
Address: 600 N. Fairfax Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL: Request for a development special use permit for the construction of a residential development consisting of townhouses, triplex flats, and multifamily buildings with a total of 401 units with below grade and surface parking.

MODIFICATIONS REQUESTED: \_\_\_\_\_

SUP's REQUESTED: 1) Parking reduction, 2) more than 8 townhouses in a row (7-1600), 3) lots without frontage (7-1007)

**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, Esq., Agent  
*Print Name of Applicant or Agent*

Jonathan P. Rak  
*Signature* 

McGuire Woods LLP  
*Mailing/Street Address*  
1750 Tysons Boulevard, Suite 1800  
McLean, VA 22102  
*City and State* *Zip Code*

(703) 712-5411 (703) 712-5231  
*Telephone #* *Fax #*

===== **DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY** =====

Application Received: \_\_\_\_\_  
Fee Paid & Date: \$ \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_  
Received Plans for Preliminary: \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_

Development Special Use Permit with Site Plan (DSUP) # 2008-0013

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: Developer

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.

Owner: \_\_\_\_\_ Developer: \_\_\_\_\_  
ARHA (Public Authority)            EYA Development, Inc.  
\_\_\_\_\_ 50 % Robert D. Youngentob  
\_\_\_\_\_ 50% LeRoy Eakin

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.

Development Special Use Permit with Site Plan (DSUP) # 2008-0013

**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)*

The Applicant requests the approval of a townhouse, multifamily building, and triplex flats mixed-income community with a total of four hundred and one (401) units to replace an existing one hundred ninety-four (194) public housing units in thirty-five (35) multifamily buildings on the Property. The existing public housing units are being replaced one for one either on this site or on other ARHA owned sites being redeveloped in conjunction with this project. One hundred thirty-four (134) units in this proposal will be owned by ARHA and will be publicly assisted housing for low income residents and the remainder of the units will be market rate units.

The proposal is pursuant to a CDD Concept Plan submitted with this application and provides improvements anticipated in the Small Area Plans for these blocks such as walkable pedestrian streets, heights of buildings that taper down into the surrounding neighborhood and buildings that are compatible with the surrounding neighborhood. The Properties are located within the Parker Gray District and the proposal strives to bring the community back in line with the historic district characteristics by providing alleys through the blocks and houses that face the street as are seen in the Parker Gray neighborhoods.

The proposal includes three (3) community park/open space areas that are centrally located in the community and are intended for the use of the residents of the community as well as open spaces in front and back yards and on rooftop decks. While the overall open space is decreased from the existing open space, the spaces provided are more usable and consistent with the historic district.

The proposal requests a technical parking reduction in order to take advantage of the parking ratios recommended by the Braddock Metro Neighborhood Small Area Plan. The multifamily buildings are within 2,000 feet of the Braddock Metro and therefore will provide 1 space per market rate unit in an underground garage, with visitor spaces on the private alleys (which will have public access easements) which is consistent with the Small Area Plan. The townhouses will have 2 spaces per unit either in interior garages, in tandem spaces in the garage, or in new off-street surface parking spaces on the property. The visitor parking for the market rate townhouses will be provided on the new private alleys. The public housing units will utilize the on-street parking spaces located on the surrounding public streets. The parking study prepared by Wells and Associates indicated that the parking demand for the public housing units can be served by the number of spaces that were unoccupied on the public streets during their studies at peak hours.



**Development Special Use Permit with Site Plan (DSUP) # 2008-0013**

While this is technically a parking reduction, the on street parking demand in this community should improve with this development because currently all 194 public housing units park on the public streets and after the redevelopment, all of the parking for the market rate units will be provided on site and there will be 60 fewer public housing units utilizing the on street parking.

Finally, technical special use permits are required in order to have more than 8 townhouses in a row which is required in this case in order to provide the mix of public housing and market rate units on each block, and to have lots without frontage so that the alley dwellings can face the private alleys that will have public access easements.

Development Special Use Permit with Site Plan (DSUP) # 2008-0013

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
<u>24 hours a day, 7 days a week, residential</u>			

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:

Odors are expected to be consistent with residential use.

Development Special Use Permit with Site Plan (DSUP) # 2008-0013

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

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

Trash and garbage are expected to be consistent with residential use.

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

Trash and garbage amounts are expected to be consistent with residential use.

C. How often will trash be collected?

Weekly or more if necessary.

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.

\_\_\_\_\_  
\_\_\_\_\_

Development Special Use Permit with Site Plan (DSUP) # 2008-0013

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. Open spaces and common areas are highly visible, surveilled and easily defensible.

**ALCOHOL SALES**

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

[ ] Yes. [x] 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.

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**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?

482 parking spaces for Market Rate Units (estimated until bedroom count for Multifamily building is finalized)  
251 parking spaces for ARHA units

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

**SEE COVER SHEET OF DSUP PLAN**

- \_\_\_\_\_ Standard spaces
- \_\_\_\_\_ Compact spaces
- \_\_\_\_\_ Handicapped accessible spaces.
- \_\_\_\_\_ Other. (Hybrid)

Development Special Use Permit with Site Plan (DSUP) # 2008-0013

- 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?

The existing street access is adequate for this proposed use.



# APPLICATION – SUPPLEMENTAL

## PARKING REDUCTION

**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)

The parking reduction is requested for 1) tandem parking spaces in some of the internal garages in the market rate townhouses; 2) allowance for some of the required parking spaces for the market rate townhouses to be located in head in parking surface parking and parallel parking on the private streets (approx 56 spaces of the 314 provided); 3) a reduction to the Braddock Metro Small Area Plan parking ratio for the market rate multifamily units to be provided in the underground garage with visitor parking on the private streets (reduction of approximately 58 spaces (to be finalized when bedroom count for the multifamily units is finalized) from 168 to 110); and 4) a reduction of the required parking spaces for the units to be owned and operated by ARHA to allow all of the required parking spaces (251 spaces) to be reduced to a ratio of 0.75 (101 spaces) and to locate the spaces on the public streets, consistent with the existing condition.

See Parking Plan provided with DSUP application for further information.

**2. Provide a statement of justification for the proposed parking reduction.**

Currently, there are 194 units at this site that park on the public streets. There is 1 surface parking lot with 17 parking spaces currently on site but it is used mostly for ARHA personnel. The new development will provide the required parking or recommended parking for all of the market rate units and will reduce the number of ARHA units to 134 units. Therefore, there will be less ARHA units utilizing the public streets for parking so the demand for the on street parking will be improved. Further, the parking study prepared by Wells and Associates dated April 18, 2008 indicated that under current conditions there are still available parking spaces on the public streets surrounding these properties.

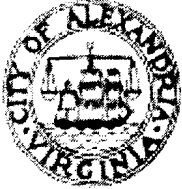
**3. Why is it not feasible to provide the required parking?**

The redevelopment provides a mixed income community at the required ratio of public housing to market rate housing, breaks between the blocks with private streets and open spaces around the sites and therefore, cannot provide any more on site parking spaces.

**4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?**

           Yes.      X   No.

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# APPLICATION SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** 2008-0060

**PROPERTY LOCATION:** 918 N. Columbus St., 898 & 998 N. Alfred St., 801 & 808 Madison St.

**TAX MAP REFERENCE:** 054.02-09-01, 054.02-10-01, 054.02-11-01 **ZONE:** RB  
054.04-01-01, 054.04-07-01 (to be amended to CDD)

**APPLICANT:**  
Name: Alexandria Redevelopment and Housing Authority & EYA Development, Inc.  
ARHA - 600 N. Fairfax Street, Alexandria, Virginia 22314  
Address: EYA - 4800 Hampden Lane, Suite 300, Bethesda, Maryland 20814

**PROPOSED USE:** The applicant requests the approval of a Transportation Management Plan Special Use Permit for a residential development consisting of approximately 379 residential units.

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

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

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

[ ] **THE UNDERSIGNED**, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak, Esq., Agent  
Print Name of Applicant or Agent

*Jonathan P. Rak*  
Signature

8/4/08  
Date

McGuireWoods LLP  
1750 Tysons Boulevard, Suite 1800  
Mailing/Street Address

(703) 712-5411  
Telephone #

(703) 712-5231  
Fax #

McLean, VA 22102  
City and State Zip Code

jrak@mcguirewoods.com  
Email address

<b>ACTION-PLANNING COMMISSION:</b>	_____	<b>DATE:</b>	_____
<b>ACTION-CITY COUNCIL:</b>	_____	<b>DATE:</b>	_____

2 x 91

**PROPERTY OWNER'S AUTHORIZATION**

As the property owners of 918 N. Columbus St., 898 & 998 N. Alfred St., 801 & 808 Madison St. I, hereby  
(Property Address)

grant the application authorization to apply of the Transportation Management Plan use as  
(use)  
described in this application.

Name: Alexandria Redevelopment & Housing Authority Phone: \_\_\_\_\_  
Please Print

Address: 600 N. Fairfax Street, Alexandria, VA 22314 Email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: Development Partner of the subject property.

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

Owner:	Developer:
<u>ARHA (Public Authority)</u>	<u>EYA Development, Inc.</u>
<u>100%</u>	<u>50% Robert D. Youngentob</u>
	<u>50% LeRoy Eakin</u>



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**

**3.** 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. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

The applicant has provided the staff with a Memorandum of Trip Generation and Assumptions and is working closely with the Transportation staff to get agreement on the assumptions for the basis of the required Traffic Impact Analysis (TIA). These agreed upon assumptions, along with the Braddock Metro neighborhood Small Area Plan traffic study and additional information considered for this development will make up the traffic impact analysis for this project and is scheduled to be submitted by Friday, August 15, 2008, if the applicant receives confirmation from the staff of the assumptions by Wednesday, August 6, 2008. The applicant will then conduct additional traffic counts after the start of the school year and will provide an addendum to the August 15, 2008 TIA with any additional information the additional traffic counts provide.

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**USE CHARACTERISTICS**

4. The proposed special use permit request is for (check one):  
[ ] a new use requiring a special use permit,  
[ ] an expansion or change to an existing use without a special use permit,  
[ ] an expansion or change to an existing use with a special use permit,  
[x] other. Please describe: Transportation Management Plan

5. Please describe the capacity of the proposed use:  
A. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).  
N/A

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

6. Please describe the proposed hours and days of operation of the proposed use:  
Day: N/A Hours: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. Please describe any potential noise emanating from the proposed use.  
A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
N/A

B. How will the noise be controlled?  
N/A

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

N/A

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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

[ ] Yes.

[ ] No.

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

N/A

11. Will any organic compounds, or 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:

N/A

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

N/A

**ALCOHOL SALES**

13.

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

Yes       No

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

N/A

**PARKING AND ACCESS REQUIREMENTS**

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

**SEE DEVELOPMENT SPECIAL USE PERMIT 2008-0013.**

- \_\_\_\_\_ Standard spaces
- \_\_\_\_\_ Compact spaces
- \_\_\_\_\_ Handicapped accessible spaces
- \_\_\_\_\_ Other

<p>Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A _____</p> <p>Does the application meet the requirement?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
--

B. Where is required parking located? (check one)

on -site

off -site

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

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

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

Parking reduction requested; see attached supplemental form

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

A. How many loading spaces are available for the use? \_\_\_\_\_

<p>Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
---

797

B. Where are off-street loading facilities located? \_\_\_\_\_

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

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

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

**SITE CHARACTERISTICS**

**SEE DEVELOPMENT SPECIAL USE PERMIT 2008-0013.**

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

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

How large will the addition be? \_\_\_\_\_ square feet

18. What will the total area occupied by the proposed use be?

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

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

- a stand alone building
- a house located in a residential zone
- a warehouse
- a shopping center. Please provide name of the center: \_\_\_\_\_
- an office building. Please provide name of the building: \_\_\_\_\_
- other. Please describe: \_\_\_\_\_

**End of Application**

*8 98*



Faroll Hamer/Alex  
09/16/2008 09:48 AM

To Kendra Jacobs/Alex@Alex  
cc Jeffrey Farner/Alex@Alex, Andrea Barlow/Alex@ALEX  
bcc  
Subject Fw: bland redevelopment.

--- Forwarded by Faroll Hamer/Alex on 09/16/2008 09:48 AM ---



"Tamai, Karl"  
<Karl.Tamai@USPTO.GOV>  
09/16/2008 07:54 AM

To Alexvamayor@aol.com, DELPepper@aol.com,  
Councilmangaines@aol.com, council@krupicka.com,  
Timothylovain@aol.com, PaulCSmedberg@aol.com,  
Justin.Wilson@alexandriava.gov  
cc Jim.Hartmann@AlexandriaVA.gov,  
Mark.Jinks@alexandriava.gov,  
faroll.hamer@alexandriava.gov, leslie  
<bedmonds@qwest.net>  
Subject bland redevelopment.

Dear City Council:

My name is Karl Tamai. I own 702 North Columbus Street, a row house that is directly adjacent the James Bland development. I spoke for the first time at a council meeting on Saturday, September 13th. I am in favor of the redevelopment of Bland, but I am opposed to the extreme reduction in open space. Currently each city block in Bland has a lot of open space: a courtyard with a dozen mature trees, a tot playground, a open grassy area for football/soccer, backyards, and front yards/greenspace. The proposed redevelopment is taking ALL of that open space away. What we we will be left with instead of an open airy development is a wall of townhouses that are densely packed together and double the height that is currently there, and twice the hieght of what we occupy (my town house is two stories and the proposed town houses are 4 stories...yes 3.5 is still four occupied stories).

So my greivances with the proposed Bland project are:

1. No pocket parks on each block as suggested by the Braddock Road Small Area Plan. Currently there are kids who live on in Bland who are told by there parents...you can play but don't cross the street. So they can ride there bikes around the sidewalks, alleys, the court yard, the two play areas, without crossing a street. They won't be able to do that in the proposed redeveloped Bland because there are NO parks, court yards, or play areas. The redevelopment has two walk throughs between the main alley and the ally accessing the town house garages that the city has labelled green space, but they maybe green but they are NOT parks to play in or throw a ball.

2. The two open space parks proposed in the redeveloped Bland favor the north end of the project. I have been vocal about the open space since day one of the proposed redevelopment. The proposed parks/green space clustered on the north and west side of the redevelopment (Montgomery and First streets). It is an unfair concentration which should be more universally located.

Furthermore the north end of the Bland redevelopment is only 1 block away from Powhatan Park on Vernon St.(see attachment). The inner city residents who live between the heavily used Route 1 and the heavily used Washington street have NO parks from King Street all the way up to Powhatan Park. If the proposed parks are put in on Montgomery and First Street, then there would be 9 city blocks with no parks, then three consecutive blocks with parks. It is an unfair concentration in the city. The central parks on montgomery should be moved south and east to be more centrally located in the Bland development

and within the city as a hole.

3. The density is too high for the area. More public housing should be offsite to achieve a fair share distribution across the city of Alexandria. Most of the speakers during the open session on Saturday, 9/13/2008 touched on the need to offsite another 30-33 units to achieve a balanced ratio. The space saved from offighting should be used for open space.

4. The height issue for town houses in the alleys between Alfred and North Columbus is that they are too tall. The houses on North Columbus are two stories, roughly 23-24 feet tall. The proposed alley town houses do not step up, they jump to twice the height and stories. Four story town houses are too tall for the alley behind our houses.

My suggestions:

1. The city or EYA should take one townhouse per block and turn it into a pocket park.

2. The central park should be placed on Wythe and Alfred. Wythe has already been declared a major throughfare by the city as an access route between the metro and the Potomac River (along with King Street), so the park on wythe would provide open space for the redeveloped Bland, a park for the city residents between King Street and Wythe Street who have no place to throw a ball or play in the open space, and provide open space/park between the Potomac River and the Braddock Metro. If not on Wythe Street, then more central to south and east in Bland.

3. Move more public housing units offsite to provide fair share distribution through out the city of Alexandria and create more open space in the Bland redevelopment.

4. Reduce the height for the townhouses in the alley to 2.5 stories rather than 3.5. A point made by Nancy O'Donnel (702 North Columbus) and the City Council Meeting on September 13, 2008 in the open session, and advocated by Gillian Chen (722 North Columbus).

thanks for you time and consideration..

Karl Tamai  
702 North Columbus Street  
Alexandria, VA.

  
powhatanpark.pdf





Kendra Jacobs/Alex  
09/10/2008 11:32 AM

To  
cc  
bcc  
Subject Fw: Braddock Metro Plan

Andrea Barlow/Alex

----- Forwarded by Andrea Barlow/Alex on 09/10/2008 09:08 AM -----



Mtallmer@aol.com  
09/10/2008 08:21 AM

To andrea.barlow@alexandriava.gov  
cc  
Subject Braddock Metro Plan

Matthew Tallmer  
631 N. Alfred Street  
Alexandria, VA 22314

Due to a previously scheduled business meeting, I will be unable to attend tonight's joint work session. I did, however, want to take this opportunity to express my views about the proposal.

As someone who has lived in the Braddock Metro area for more than ten years (first at the Braddock Place Condominiums, and now at a private residence), I strongly support the plan -- especially the proposals relating to the AHRA sites.

I currently live across the street from the Bland projects and can personally attest to the problems there. Please don't misunderstand my words -- the vast majority of my neighbors are single parents desperately trying to raise a family. But the projects, by their nature, also create a climate that attracts and nurtures criminals.

Quite literally, my neighbors and I have multiple times heard multiple gunshots in Bland. We have had running gun battles in the alleys behind our homes. We have seen two multiple person street fights (one of which required at least seven Alexandria Police cars to quell). We have seen open air drug dealing.

The sooner those projects are torn down and replaced with mixed-use housing, the better our community and the City will be. Look at the improvements at the old Berg site. We can only hope and pray the same happens here.

Please feel free to pass my thoughts and comments on to the Planning Commission and Council.

Respectfully,

Matthew Tallmer

Pssst...Have you heard the news? [There's a new fashion blog, plus the latest fall trends and hair styles at StyleList.com.](#)

RESOLUTION NO. MPA 2008-004

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

WHEREAS, an application for amendment to the Braddock Road Metro Small Area Plan and the Northeast Small Area Plan chapters of the 1992 Master Plan was filed with the Department of Planning and Zoning on July 3, 2008 for changes in the land use designations to the parcels at 918 N. Columbus Street, 898 N. Alfred Street, 998 N. Alfred Street, 801 Madison Street, 808 Madison Street, 813 Montgomery Street and 100 First Street from RM to CDD #16; and

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on October 7, 2008 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Braddock Road Metro Small Area Plan and the Northeast Small Area Plan sections of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Braddock Road Metro Small Area Plan and the Northeast Small Area Plan chapters of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the Braddock Road Metro Small Area Plan and the Northeast Small Area Plan; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the Braddock Road Metro Small Area Plan and the Northeast Small Area Plan chapters of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

RESOLUTION NO. MPA 2008-0004

Page 2

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

1. The following amendment is hereby adopted in its entirety as an amendment to the Braddock Road Metro Small Area Plan and the Northeast Small Area Plan chapters of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

Change the designation of parcels at 918 N. Columbus Street, 898 N. Alfred Street, 998 N. Alfred Street, 801 & 808 Madison Street, 813 Montgomery Street, and 100 First Street from RM to CDD#16

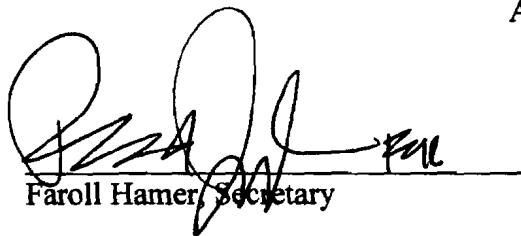
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 7<sup>th</sup> day October, 2008.



Eric Wagner, Chairman  
Alexandria Planning Commission

ATTEST:



Faroll Hamer, Secretary

PC Docket Item # 7A-E  
Case # James Bland



Kendra Jacobs/Alex  
10/07/2008 04:47 PM

To  
cc  
bcc  
Subject Fw: James Bland Project

gaccomm@aol.com



gaccomm@aol.com  
10/07/2008 04:01 PM

To Faroll.Hamer@alexandriava.gov  
cc Dirk.Geratz@alexandriava.gov  
Subject Re: James Bland Project

Faroll, Dirk

Could you please copy the attached files to those in decision positions at this evening's meeting,

Attached are some comments I have on the James Bland Project. One refers only to the proposed CDD and CDD requirements. The other contains comments on the project plan but only to the extent that I could get done before 4 p.m. to-day. Those documents are a lot of reading!!

I'd appreciate it if you would consider my comments in any decisions you make about this project. While I think the project will benefit a lot of people I have reservations about some of the design and how this will affect Alexandrian residents and taxpayers who live in the area surrounding the project as well as those who will be moving there.

Gillian Chen



Notes fro P and Z (Oct 7 2008 meeting).docx Comments on CDD (P and Z Oct 7 2008 meeting).docx

## COMMENTS ON JAMES BLAND PROJECT

Here are some comments on building heights and parking for the proposed James Bland Project that I would like to be considered.

### 1. Proposed Townhouse Heights

DSUP 2008-013 in the summary, under compatibility that the *'Alfred Street will be 3-4-story townhomes that, while larger than the existing townhouses, will not be adjacent to existing neighborhoods.'* My concern is not with the townhouses that will be on N Alfred Street as these will be across the street from either the Charles Houston Recreation Center or other properties that are part of the James Bland Project. My concern IS with the townhouses that will be across the new private street from the backyards of the private residences on N Columbus Street. These townhouses will be close to twice the height of the N Columbus Street Houses and will completely change the views from the properties and their yards. This problem would be minimized if they were moved back from the new private road, say another 12 feet.

Below are photos taken from the 1<sup>st</sup> and 2<sup>nd</sup> floors of my property; the proposed townhouses will start back from the existing ARHA housing by about one-third the depth and the location of the trees behind the existing ARHA houses will be approximately where the recessed fourth storey will begin. Figures 3 and 4 (taken from EYA provided drawings) show this set up, but some N Columbus Street houses may be lower than the one in the figure. The height of the proposed buildings will be approximately that of the trees behind the existing ARHA houses. These photos give an indication of how the additional height will hide the sky from our view.

I have also taken a part of the Site Selection drawing (by Lessard Group Inc and dated May 28, 2008) provided by EYA to estimate both how our view will change and how our privacy will be affected.

Figure 3 demonstrates that most of the view from the N Columbus Street properties will be the new townhouses instead of the trees and sky we now see.

In Figure 4 you can see that people on the proposed balcony/roof garden on top of the 3<sup>rd</sup> floor will have a comprehensive and total view of our backyards. These lines of sight are based on a person the height of the man in the Site Selection drawing. It also shows the lines of view from the 2<sup>nd</sup> floor of the existing ARHA houses behind our properties.

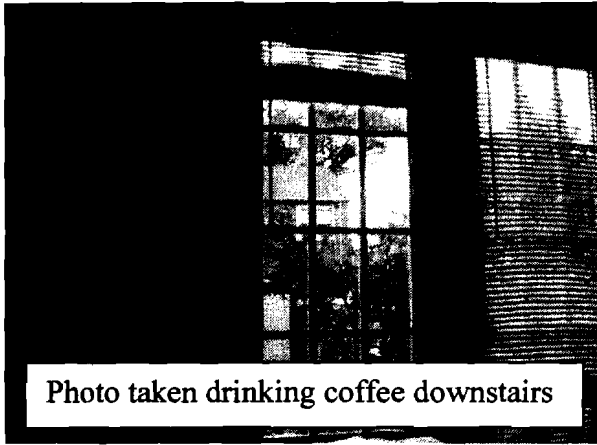


Figure 1 View 1 from N Columbus House

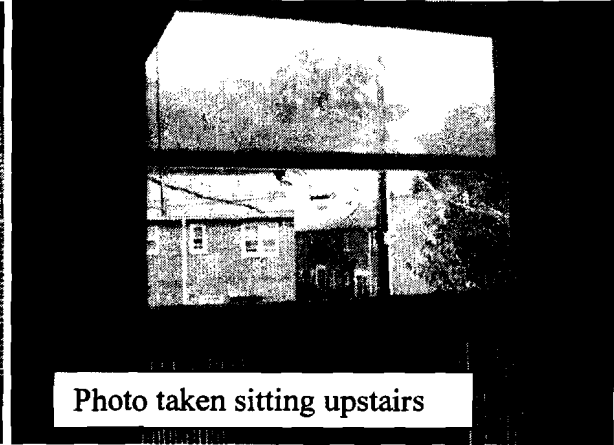


Figure 2 View 2 from N Columbus House

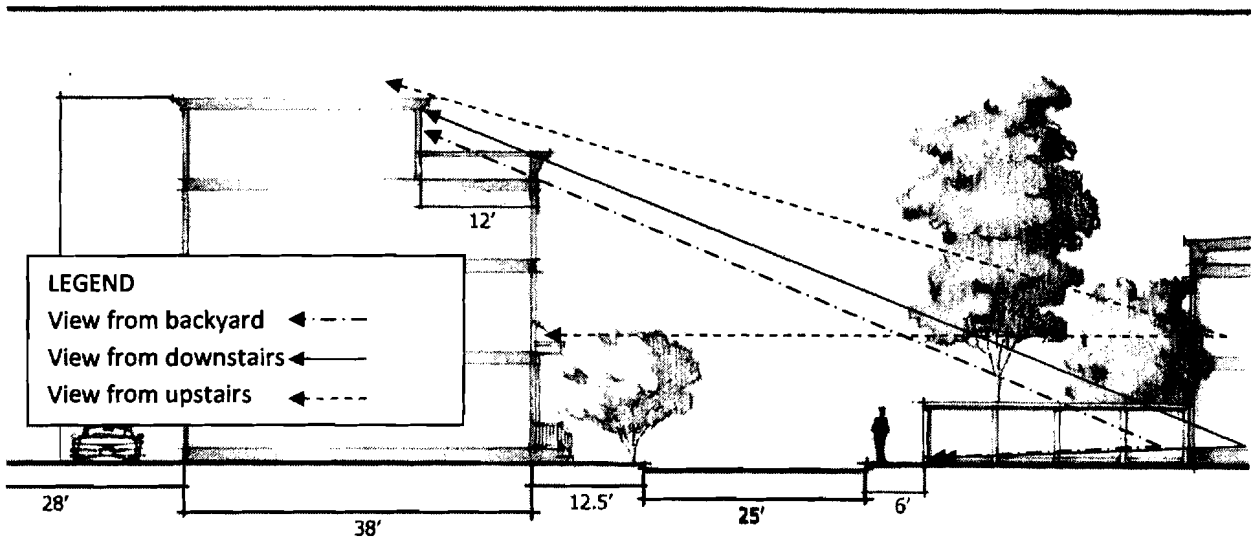


Figure 3  
Showing effect of proposed building heights on views for people living on N Columbus Street.

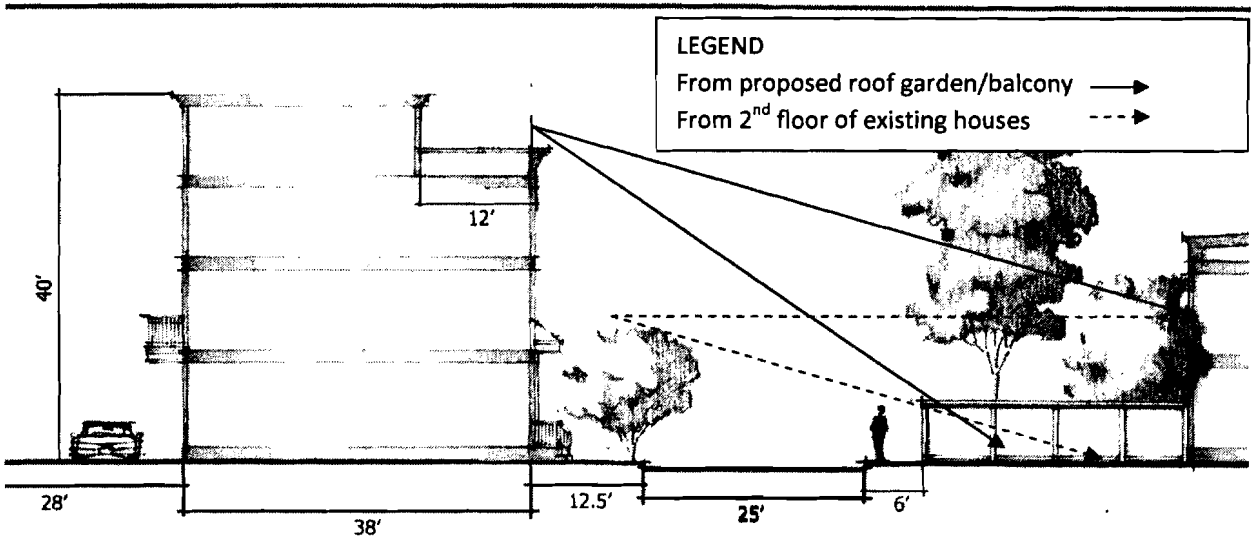


Figure 4

Comparison of views into N Columbus Street properties from proposed town houses and from existing houses

It would be helpful to have a line of sight study provided by EYA.

Another effect that the proposed tall townhouses will have on the residents of N Columbus Street is shadow. This may have a significant effect during Summer evenings. The results of the study (drawing dated September 18<sup>th</sup> 2008) performed by Lessard only go up to 6 p.m. and do not show the effect during the evening time when people are enjoying the summer sun after work. Even at 6 p.m. their figures show the shadow encroaching well into the backyards; an hour later (BBQ time) the shadow will encroach even further and it will eventually be as though night-time has arrived earlier than at present. Notice that the shadow at 6 p.m. in the winter encroaches further than the 5 p.m. summer shadow so it may be possible to extrapolate for the 7 pm summer shadow and say that it will be at least as extensive as the 6 p.m. winter shadow.

## 2. Transportation and Parking

According to the Braddock East Master Plan there is to be a Transport Master Plan for the area. Why is the James Bland Project going ahead without this plan in place?

There is still a concern about parking and no definitive study has been made of parking in the area to include additional parking required, for example, because of building at 701 Wythe Street. There are several concerns here.

- a) The parking proposal drawing shows the East side of N Columbus Street and visitor/ARHA on-site parking. Only the street in front of the ARHA houses is on-site parking. The rest of N Columbus Street is not part of the James Bland Project but is public parking and, therefore, should not be considered as part of its parking plan.

- b) The proposed parking reduction includes a recommended number of parking places for each townhouse, based on the Braddock Metro Plan. Is this recommendation based on 2, 3 or 4 bedroom townhouses? Recommending a certain number of parking spaces per townhouse without taking into account the number of bedrooms in the townhouses seems quite simplistic. There are a lot of 2 bedroom houses where the owners have 2 cars, some of which only have one person living there.
- c) In their submittal (DSUP 2008-0013) EYA says that noise from the project will be the usual residential noise but the question should have been 'will there be additional noise due to this development?'. To this the answer is YES as there will be additional noise to the residents of N Columbus Street because the new streets are directly behind their properties. This will include cars driving down the new street, cars turning to go to the alleys behind the buildings (this will affect those poor folk in the houses directly across from this entrance); and people parking on the new street with the associated noise of slamming doors, loud music, etc.
- d) There is parking in front of the townhouses facing the new streets abutting the back yards of the N Columbus Street houses. If these streets and this parking is restricted to people living in the James Bland Project it will restrict access to the back entrances of the N Columbus Street houses.
- e) Although there is public transportation this is very limited after the early evening. Dash busses running only once an hour and not after 10 – 11 p.m. does not entice people to use it to go out at night. Will this be analyzed to increase the frequency?

As I want to e-mail this by 4 p.m. I'll leave additional comments for later.

Gillian Chen  
722 N Columbus Street  
Alexandria, VA 22314



## Recommendations on Request for CDD for James Bland Project

My recommendation is that the JBP not be changed to a CDD. The reasons for this are that it does not meet the intention that a CDD is for an area of mixed uses. Paragraph 5.601 of the Municode includes the wording:

*'A site zoned CDD is intended for a mixture of uses to include office, residential, retail, hotel and other uses with appropriate open space and recreational amenities to serve the project users and residents of the city.'*

Note that open space is not one of the uses that is listed in the 'mixture' but something that has to be provided as part of the CDD. The proposed CDD does not meet the CDD definition of a *mixture of uses*.

The code also states in paragraph 5.602

*(C) All proposed development within a CDD shall be consistent with the guidelines for the particular district expressed in the city's master plan, as the same may be amended from time to time.*

The proposed CDD for the JBP is the first within the regulated historic districts of Alexandria but it appears to be treated as though it is in a non-historic district.

Gillian Chen  
722 N Columbus Street  
Alexandria, VA 22314



Barbara Goldberg  
<swarow2000@yahoo.com>

10/06/2008 09:59 PM

Please respond to  
Barbara Goldberg  
<swarow2000@yahoo.com>

To pnzfeedback@alexandriava.gov

cc

bcc

Subject COA Contact Us: James Bland Redevelopment-First St  
Concerns



Time: [Mon Oct 06, 2008 21:59:52] IP Address: [70.108.198.127]

**Issue Type:** Planning and Zoning General Feedback  
**First Name:** Barbara  
**Last Name:** Goldberg  
**Street Address:** 911 First Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314-1332  
**Phone:** 703-548-1086  
**Email Address:** swarow2000@yahoo.com  
**Subject:** James Bland Redevelopment-First St Concerns  
Follow-up to Meeting with Council Members Justin Wilson and Rob Krupicka  
-10/2/2008  
Summary of Concerns of First Street Residents

Requests: No

more than two AHRA units and no multifamily units on First Street. No parking reduction variance and no waiver for frontage footage required by current zoning regulations for homes built on First Street.

Rationale:

Purpose and intent of the Alexandria zoning ordinance states in part:

1. Promote the health, safety and welfare of the residents of the City of Alexandria
2. Guide and regulate the orderly growth, development and redevelopment of the City of Alexandria as beneficial to the interest and welfare of the people
3. Protect the established character of existing residential neighborhoods
4. Reduce or prevent congestion in the public

streets

5. Protect against overcrowding of land and undue density of

population

The following plan proposals directly contradict city ordinances, and authorizing the requested variances is counter-indicated:

Current site Floor Area Ratio is .75 and the current area building heights are predominantly two story. The proposed FAR is more than double and height is double in some areas.

The development on

900 N Washington is double the current FAR as are the two N. Henry Street (in progress/planned) developments. These three projects alone will increase the density in the area which includes James Bland by over 550 additional units (56 + 168 + 344). Add these to the James Bland proposal and density will be more than triple the current number of units. The population will increase by a conservative estimate of 1200 to 1500 people. Numbers of vehicles will increase by a conservative estimate of 600 – 900. With less than two parking spaces per unit, on-street parking will become impossible, especially for First Street residents.

Number of units

194 (current) 379 (projected)

Units per Acre  
(all

ARHA) (134-ARHA & 245-MR)  
FAR

0.49 1.63

45 (more than double current)  
Height 2

Stories 2 ½-4 stories  
25-48 feet  
Size of project

8.49 acres (369,952 sf) 8.49 acres (369,952 sf)

900 N. Washington

Number of units 56

54.8  
500 Henry St

168  
800 N. Henry

344

**Comments:**

Suggestion: Decrease AHRA and increase MR

units for total project and create additional off-street parking. EYA states that current market conditions dictate between 1.8 and 2.5 MR units are needed to bridge funding gap. Discuss with 800 N Henry project about honoring Section 8 vouchers to provide for lost AHRA units.

Impact on

First Street Residents of Current Site Plan:

Equity: Ratio of AHRA to

Market Rate units for the entire project is 1:2. AHRA to MR ratio for N.

Alfred Street is less than 1:2. Conversely, the First street ratio for

AHRA to MR units is more than 2:1 (If the high rise is included, the

inequitable ratio increases.). Additionally, disproportionate numbers of

multifamily MR units are planned for First Street. Density on First Street

will increase disproportionately compared to the rest of the site plan.

Also, one-third of the townhouse surface units are planned for the corner

of First and Columbus Street further increasing the disparity of equitable

distribution for all facets of the project (including availability of

on-street parking). First Street spans the entire length of the project,

so the design model is deceiving in the appearance that units will be

distributed equally.

Aesthetics: It appears the walking street

design for N. Alfred Street is being created at the expense of the citizens

currently living on First Street. N. Alfred Street will have deeper front

yards than required, yet a request has been made for lots without frontage

for projected First Street units, further congesting the look and feel of

the street.

Parking: Even without a variance authorizing a parking

reduction, parking for First Street residents without garages or other off-street parking will be next to impossible.

N. Columbus and the other perimeter streets that are currently occupied by private residences are adjacent to vacant land, parking lots and non-residential structures. This reality decreases the population density and increases the availability of on-street parking for residents on those streets. First Street fronts only to residential structures which will not only disproportionately increase population density, it will also markedly decrease the availability of on-street parking for all First Street residents.

Density/Congestion: The design for First Street is certainly not in keeping with the purpose and intent of the Alexandria zoning ordinance. With 3 to 4-story buildings with no frontage planned for First Street and a major Fire Station behind First Street, the placement of multifamily MR units further unfavorably skews the population distribution, congestion and lack of parking availability for First Street residents.

As a gateway for emergency vehicles and fire engines, safety concerns will be further problematic. The design congestion planned for First Street will increase unsafe conditions and intensifies safety concerns for children and other pedestrians, especially given that there are no road structures or signs to slow traffic. The current design configuration is an accident waiting to happen.

**Attachment:** b077f6786a86a6f0a1da05d9aee6c17c.doc



b077f6786a86a6f0a1da05d9aee6c17c.doc



Faroll Hamer/Alex  
10/07/2008 02:16 PM

To Kendra Jacobs/Alex@Alex  
cc Jeffrey Farnier/Alex@Alex, Dirk Geratz/Alex@ALEX  
bcc  
Subject Fw: JAMES BLAND PROJECT

----- Forwarded by Faroll Hamer/Alex on 10/07/2008 02:16 PM -----



"Ablard, Charles Mr DoD  
OGC"  
<ablardc@osdgc.osd.mil>  
10/06/2008 03:12 PM

To <erwagner@comcast.net>  
cc <faroll.hamer@alexandriava.gov>  
Subject JAMES BLAND PROJECT

Dear Chairman Wagner and Members of the Planning Commission:

On behalf of the Alexandria Historical Restoration and Preservation Commission, we urge you to take whatever action that is available to you to insure that greater open space is included in the James Bland Project if it is approved. At present there are several large open spaces in each of the five blocks of housing that will be replaced. The present plan shows very little open public space in any of those five blocks.

Our commission, with representatives from both the city and commonwealth governments, has long been active in securing open space easements in the historic districts and insuring that park land remains sacrosanct. Green space is essential to maintenance of the historic character of our city and it should be an established principle for any proposed development.

Sincerely yours,

Charles D. Ablard  
for the Commission



## Alexandria Redevelopment and Housing Authority

### Commissioners

A. Melvin Miller, Chairperson  
Carlyle C. Ring, Jr., Vice Chairperson  
Ruby J. Tucker

Carter D. Flemming  
Fletcher S. Johnston  
Leslie B. Hagan

Kerry-Ann T. Powell  
Peter H. Lawson  
Dianiacia Brooks

600 North Fairfax Street  
Alexandria, Virginia 22314

Roy Priest, Acting Chief Executive Officer  
(703) 549-7115  
FAX: (703) 549-8709  
TDD: (703) 836-6425

October 3, 2008

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

**RE: James Bland Redevelopment, October 7, 2008 Docket Item #7**

Dear Chairman Wagner and Members of the Commission:

As the applicants for the above referenced docket item, we respectfully request your consideration of changes to the staff's recommended conditions to the James Bland Redevelopment project that are necessary in order for this to be a viable project. We have made great strides in working with the staff in coming to an agreement on the majority of their recommended conditions and we appreciate the staff's hard work and dedication to this project.

The economic viability of this project depends principally on two sources of financing: the land value of the market rate units which in turn is dependent upon their marketability and tax credit financing. The tax credit financing for the Glebe Park must be accepted as of November 7, 2008 but cannot be implemented by the applicants without the certainty of an unqualified approval of the SUP and rezoning of the Bland project. Consequently, any added uncertainty and/or added costs jeopardize the economic viability of this otherwise very beneficial improvement for ARHA tenants and a very substantial tax base increase to the City. Thus, the matters discussed more fully below are critical for this project to move forward.

### **Condition #9: Larger Open Space at the Corner of Montgomery Street and N. Alfred Street**

While we appreciate that adding open space to this project will be beneficial for the larger community, the costs associated with the requirements outlined in the conditions are beyond the resources and means of ARHA.

The subsidy provided by HUD for the operation of public housing does not permit any expenditures for HOA assessments. The non-HUD funds available to ARHA are very limited. It will be a significant struggle for ARHA to meet the assessments of the HOA for ordinary landscaping and maintenance.

When ARHA agreed to dedicate the property to the City, ARHA understood that the agreement would be to convey the park to the City and the City would construct its facilities and maintain them. Condition 9 is inconsistent with the original proposal. ARHA was willing to accept

the original proposal but cannot financially underwrite the new proposal which was introduced without consultation with ARHA.

The uncertainty in the amount of open space funds that will be used for the expanded park and the uncertainty in the design of the park leaves ambiguity in our budget that is too risky for a public entity like ARHA to enter into. Further, with the expansion of the park, we have agreed to dedicate the remainder of the property to the city as a public park that will be available to anyone in the public. However, the conditions require us to pay through HOA assessments for the maintenance costs of maintaining what will now be a public park open to more than just our residents.

We therefore request that the condition be revised to reflect ARHA's understanding of the agreement by requiring that the construction and maintenance of the park be the City's responsibility.

#### **Condition #17: Building Design**

We request the following changes to the Building Design conditions in order to make the conditions more consistent with the Parker Gray BAR conceptual approval and to provide assurance that the project as a whole is economically viable and that the full replacement of public housing units is achieved. Because of the constraints on the financing for this project, neither EYA nor ARHA will be able to proceed with the redevelopment of Glebe Park in November if the development approvals for all aspects of the James Bland project, including the multifamily buildings, are not binding or if the approved DSUP plan could be subject to further consideration by the Planning Commission or Council.

We request that you remove the general conditions listed in 17 a-j as these are matters that are within the purview of the Parker Gray BAR and will be discussed and decided during the final Certificate of Appropriateness approval. We further request that you amend the remaining portions of condition 17 as follows:

##### *Multifamily Buildings*

- o. Continue to work with Staff to enhance elevations of the multi-family buildings.
- p. ~~Footprint, north multifamily building: in its siting, this building shall be redesigned to respond to the curvature of North Patrick Street and the geometry of First Street; this can be accomplished either through curving of the building, or by breaking its expression into subunits, each of which has a consistent relationship to the geometry of the curved street.~~
- q. Architectural expression, multifamily buildings: To the extent consistent with the recommendations of the BAR and the approval of the Certificate of Appropriateness, the three proposed multifamily buildings shall be redesigned to the satisfaction of the Director, P&Z, such that each building expresses a clear and identifiable architectural style; further, the two south buildings shall be redesigned not to appear as twin buildings, and the north multifamily building shall be redesigned to express a smaller scale through subdivision of its mass into three visually distinct units.
- r. ~~Lobby entries at multifamily buildings: building lobbies shall be provided, and designed to create a prominent and welcoming presence on both North~~



- ~~— Patrick Street and the new private street (through lobbies), for all three buildings.~~
- s. The design of the multi family buildings shall be subject to the requirements herein to the satisfaction of the Director of P&Z and the issues shall be addressed prior to public hearing before the Parker-Gray BAR. ~~In addition within 6 months, Staff shall provide an update to the Planning Commission and City Council regarding the status of the design of the multi-family buildings.~~ (P&Z)

**Condition #62: Mix of Units in the multifamily buildings**

We request that condition #62 be deleted. While the applicants are willing to research the feasibility of revisions to the layout of the multifamily buildings during the final site plan, ARHA cannot proceed without assurance that the present concept is approved before demolition of any Bland units. The current design is consistent with many of the recent scattered sites including those for the Whiting and Reynolds communities completed in 2006. The current proposal provides units for ARHA that have separate doors that open to the street. Any mixture of units would cause ARHA to share in corridor, lobby and elevator expense and maintenance costs in the HOA assessment which, as ARHA explained above, is not feasible. In addition, because of the constraints on the financing for this project, EYA can not go forward with the Glebe Park project in November if the potential exists that the multifamily building may be reprogrammed at some future date or that permits and approvals cannot be obtained to build the building as approved.

**Administrative Changes:**

The following change is to clarify that the intent of this condition is not to change ARHA's tax exempt status. We believe that this is an administrative change and are hopeful that the staff is in agreement with this change:

**Condition #38: Special Taxing District**

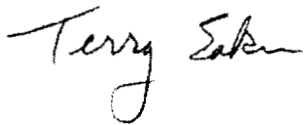
If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance capital projects or transit operating programs and services, which would serve all owners of property within the development, the market rate units shall be required to participate in the district. (P&Z)

Lastly, please note that while discussions are on going with staff in regard to the replacement of the 16 units that were not replaced on Glebe Park, a final agreement has not yet been reached. As you know, Resolution 830 provides that no public housing may be demolished unless there are replacement housing units available. When changes were made to the Glebe Park plan to include 18 market rate units, there resulted a 16 unit shortfall in replacement units. Initially the City staff offered to identify and secure land for the 16 units and funds for their construction by this time. That has not occurred and ARHA made a concession to accept a binding agreement on or before October 1, 2008 to acquire and fund the construction of 16 units in a timely manner. We appreciate that it is difficult to locate available land for the construction of the replacement units; however, ARHA has made it very clear that they cannot move forward with this project without a binding agreement, at a minimum to meet the obligations of Resolution 830.

October 3, 2008  
Page 4

Thank you for your consideration and we look forward to continued discussion of these matters.

Sincerely,



EYA Development, Inc.



Alexandria Redevelopment & Housing Authority

cc: Mayor and Members of the City Council  
Jim Hartmann, City Manager  
Faroll Hamer, Director, Planning and Zoning

PC Docket Item # 7 A-E  
Case # James Bland



"The Lantzy's"  
<dllantzy@comcast.net>  
10/05/2008 10:01 PM

To "Eric Wagner" <erwagner@comcast.net>, "John Kormorowske" <john.komoroske@nasd.com>, "Donna Fossun" <fossun@rand.org>, "Jesse Jennings" <jesse.jennings@alexandriava.gov>, "Kendra Jacobs" <kendra.jacobs@alexandriava.gov>

bcc

Subject James Bland Redevelopment

Dear Chairman Wagner and Planning Commissioners:

I support the James Bland Redevelopment, however I am opposed to any changes in the proposal which would add to the current number of ARHA units or any increase in density. I believe this is among other things, a safety issue. I am a member of the Affordable Housing Advisory Committee, and I participate in the Alexandria Police Department Neighborhood Watch Program as a Block Captain for my neighborhood. I am writing to you as a private citizen.

Attached is a copy of "lessons learned" from the presentation of the James Bland Redevelopment to the Affordable Housing Advisory Committee last month. While I support this positive approach, I am concerned about ARHA's ability to follow through on the promises in this document.

Attached is a copy of a report on a survey at Chatham Square that was done last year by APD crime prevention unit. There is no follow up report on what suggestions may or may not have been implemented by the Chatham Square owners' association. I have been unable to find out what suggestions have been implemented since this survey was done, and which ones have not. I am concerned that ARHA has not fulfilled their obligation to their tenants to assure that all the items in this report have been addressed. This appears to me to be an issue of funding for ARHA's interaction with residents.

ARHA has fiduciary responsibility to manage their properties. Part of that responsibility includes participation in the owners' association's upkeep and improvements of common property for the safety and security of residents and the surrounding community. However, ARHA does not sufficiently allocated funds to allow them to interact with their tenants in order to respond to their needs and concerns.

Shown as the fourth item in the "lessons learned" document, there is a plan to encourage interest and participation by James Bland residents in new community associations. It seems to me, ARHA must assure that money will be set aside in their budget to facilitate these new community associations.

ARHA needs to show funding is planned for an ongoing activity of facilitating residents' interaction and participation in the planned community associations. Further, additional units or higher density for James Bland should not be allowed.

Respectfully,  
Laura Lantzy

**Lessons Learned From Chatham Square -- Design Improvements for Future Mixed Income Communities:**

- **Minimize shared common areas, such as parking garages.**
- **Locate shared open spaces and recreational amenities in public areas with adequate separation from residential units.**
- **Evaluating parking ratios and location based upon the specific location and composition of the planned community.**
- **Create community associations, separate from the HOA, to encourage all residents to interact and participate.**
- **Eliminate dormers/provide full-height ceilings for upper-level living space in public housing units.**



Alexandria Police Department  
Community Relations Unit  
2003 Mill Road  
Alexandria, Virginia 22314  
(703) 838-4520

Premise Security Survey for:

## **CHATHAM SQUARE**

Conducted On: June 26, 2007  
Conducted At: 10:00 a.m.



*"WORKING IN PARTNERSHIP WITH OUR COMMUNITY"*

# CHATHAM SQUARE PREMISE SECURITY SURVEY

## Purpose of this report

The purpose of this report is to relay the findings of the premise security survey that was conducted on the property site known as Chatham Square on June 26, 2007 @ 10:00 a.m.

## What this report contains

- Assessment and recommendation on lighting
- Assessment and recommendation on landscaping
- Recommendations for securing windows
- Recommendations for securing doors

## How this report will benefit you

- Residents will have a better understanding of landscaping and its effect on crime prevention
- Residents will have a better understanding of lighting and its effect on crime prevention
- Residents will gain knowledge on how to better secure their homes and understand the importance of securing their unattended garages and other personal property.

## The report

Primarily, this premise survey was conducted in response to lighting concerns of the residents. There are no specific crime trends or concerns in this community. Subsequently, Officer C. Young and Mr. Patrick Johnson walked the complex to ascertain what, if any, additional safety measures should be made in an effort to help keep residents and visitors safe and less vulnerable to crime.

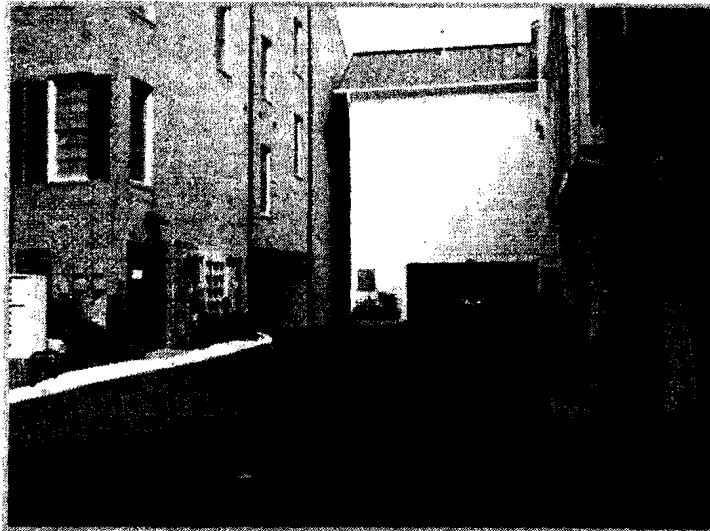
## LIGHTING

Lighting is one of the most economical and effective forms of crime prevention available.

The aim with lighting is to enhance the real and perceived safety of the environment. Good lighting will help people feel more comfortable with their surroundings.

Lighting and crime studies have shown the fear and incidence of crime to be reduced with improved lighting. Lighting should provide clear paths for movement and highlight entryways without creating harsh effects or shadowy hiding places. Illumination should fall throughout the parking area, along the walkway, along the building edge and building entrances. However, lighting alone will not make a place safer and other safety measures (listed below) should be implemented.

- 1) Upon surveying the perimeter of the Chatham Square complex, it was determined that there are areas of concern in reference to lighting. They are as follows:
  - a) The lighting in the driveways/alleyways that serve the common garages for Euille and Cook Streets is exceedingly deficient. The only lighting, over the Fire Sprinkler Control room door and next to the common garage door, is insufficient for the safety of persons using this area.



**Recommendation:** Mount "wall-pack" (see the picture below) type lighting on the buildings below the windows to avoid light-trespass into the windows. Aim the wall-pack lighting onto the ground where the lighting should be to aid in the safety of those using this common area. These lights can be programmed to stay on from dusk – dawn or they can be programmed as motion lights.

**EXTERIOR OF BUILDINGS SHOULD BE WELL LIT ON ALL SIDES**



These types of wall mounted luminaries reduces light trespass and glare. When it is properly aimed, it can assist with outdoor lighting control.

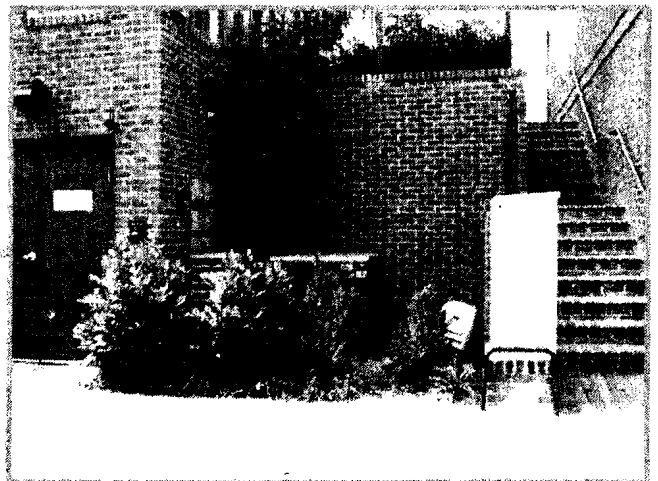
- b) The lighting at the mailboxes in the driveways/alleyways that serve the common garages for Euille and Cook Streets is also significantly deficient. Further, there is an alcove directly behind the mailboxes that provide cover and concealment for an offender to hide and wait to attack a visitor of the mailbox. It is recommended that corrective action be taken immediately.



A wall-pack motion sensor light (pictured above) should be installed here for the safety of the persons retrieving their mail in the hours of darkness.

The only lighting in this area is provided by the lights installed along the stairway. (see the red circles) This lighting does not help a visitor of the mailbox to see a potential offender prior to getting attacked.

This is a picture of the mailbox with the alcove directly behind it. This picture also includes the "Fire Sprinkler" room door with the light above it. As you can see, that light is directed on the ground where it should be. It does not illuminate the mailbox area and there is no lighting in the alcove.



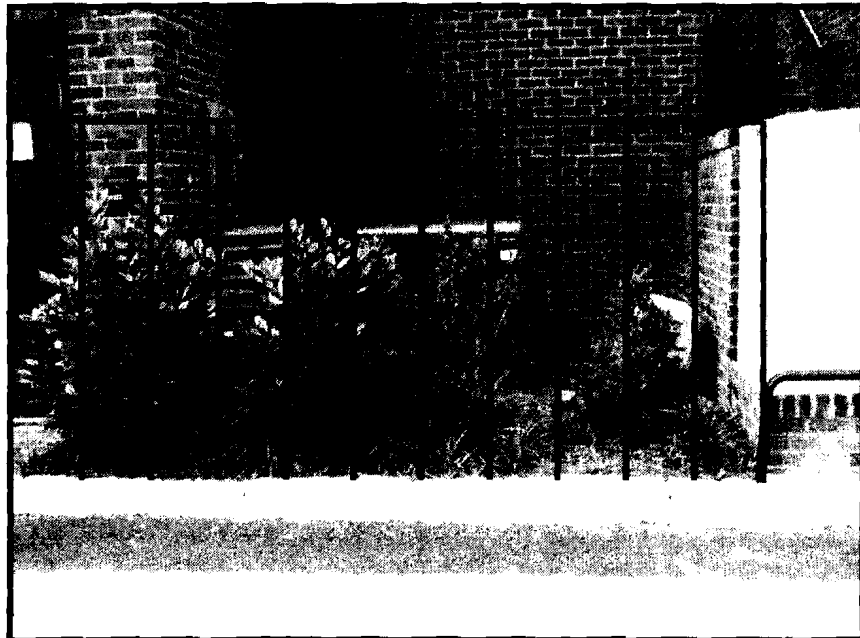


**Recommendation: a) Relocate the mailboxes to an area that is well lit and highly traveled, or**

**b) Mount wall-pack type lighting on the side of the home across from the mailbox, or**

**c) Install motion detector lighting**

c) There is no lighting in the alcove directly behind the mailboxes. Further danger is the fact that the alcoves are not surrounded by any type of security fencing.



**Recommendation: a) If the mailboxes are not going to be relocated then install a wrought iron fence a minimum of five feet high along the front of the alcove from the mailbox back to the door leading into the "Fire Sprinkler" room. (see red fence drawing)**

**This fence will help protect the visitor of the mailboxes from an easy attack while leaving a small opening for repair persons to get to the various electrical outlets in the alcove.**

**b) Replace the existing shrubbery with thorny/prickly shrubbery to keep intruders out of this area.**

Adequate illumination should fall throughout the parking area, along all pedestrian walkways, along the building edge and building entrances.

- f) Some of the light luminaries on the complex had debris in them. When the luminaries are dirty they cause the lighting to appear dim and one would think the light bulbs are not working properly – changing them but having the same dim or dull effect.

**Recommendation:** a) Luminaries should be cleaned to ensure full illumination from the light.

b) Routine maintenance of the lights is necessary. A program should be implemented to review the lights regularly to determine if any have burnt out or been broken and need replacing.

c) A program should be established for trimming and maintaining tree canopies and other plant materials at and around the light poles, wallpacks, etc.

d) A program should be established to relamp the complex, also known as group relamping (changing the light bulbs). This will better ensure the proper use of the light bulb, as well as reducing cost when lights need to be replaced one at a time and each individual visit has to be paid for.

# LANDSCAPING

Properly designed and maintained landscaping facilitates the creation of a convenient, attractive and harmonious community. It enhances property values and preserves the unique character of an area.

It is **critical** to select appropriate plants and landscape materials. Landscape materials need to be selected to suit the space, the activities intended for the space and for the long term benefits each provides in creating a safe and aesthetically pleasing environment. You should install them in fitting locations and stick to rigorous maintenance.

Safety and security need to also be considered and addressed in every development. Planting and selection of landscape materials should be such that sight lines remain open and clear and places of concealment are not fostered. Provide landscape and fencing that do not create hiding places for criminals.



Shrubby that is allowed to grow and cover windows provide hiding places for a burglar.

All shrubbery should be a maximum of 2 ½ - 3 feet tall.

The limbs of this tree should be trimmed back away from the sign creating an unobstructed view of the sign.





The shrubbery pictured here wraps around a corner. The height as it exists now hampers one from seeing around the corner as they are walking. This creates a dangerous environment and is hazardous for ones safety.

The shrubbery should be neatly trimmed to a maximum height of 2 ½ - 3 feet.

This shrubbery should not be allowed to grow tall especially when in close proximity to windows.



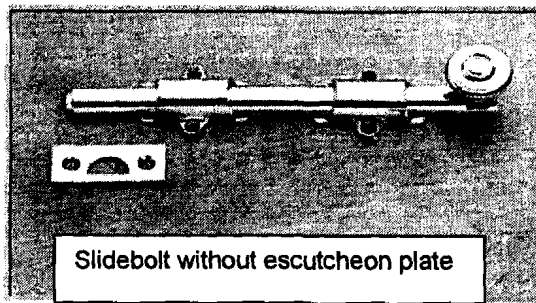
**Recommendation:** 1) Shrubbery should be kept trimmed to a maximum of 2 ½ - 3 feet, or at least below windowsills. This eliminates cover and concealment of a potential intruder attempting to gain entry through a window.

2) The limbs of all trees next to signage should be trimmed back away from the sign. This allows for an unobstructed view of the sign so that one may be in compliance of the sign.

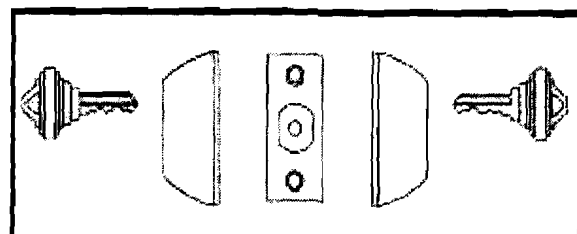
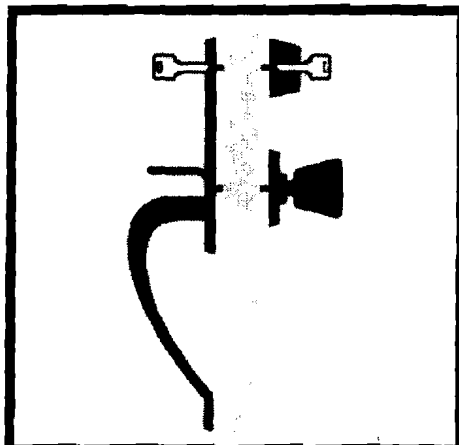
## SECURING FRENCH DOORS

Ideally there should be three points of resistance. The double cylinder deadbolt lock is fitted in the center of the door and you should have two slide bolts, one at the top of the door and one at the bottom.

The inactive leaf on a double door should have **heavy duty** slide bolts installed on the top and bottom of the door. These bolts should penetrate a minimum of one inch into **high-security** strike plates in the header and threshold of the door. All slide bolts should be bolted through the door preferably over top of an escutcheon plate that wraps around the door to prevent splitting from a kick-in.



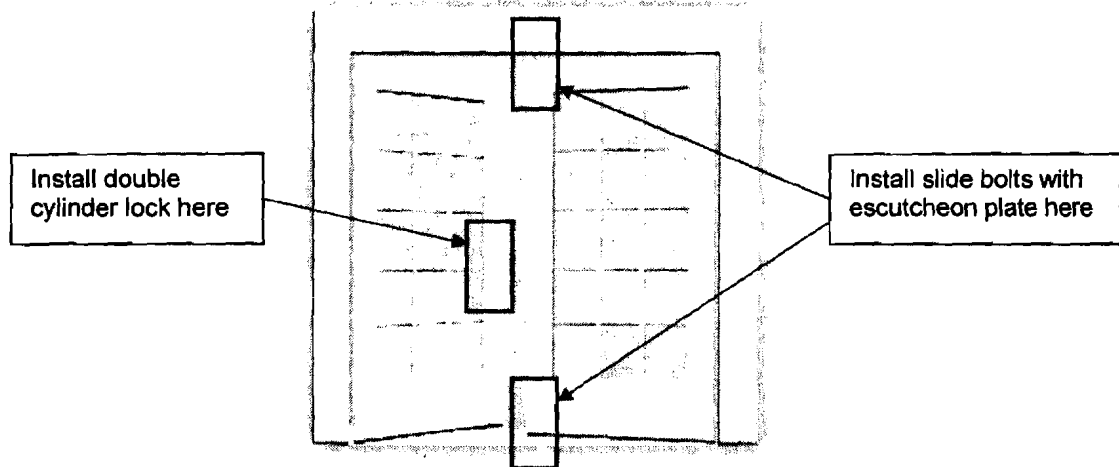
After securing the inactive door, you have created a strong support for the active door. A double cylinder deadbolt (keyed both sides) installed on the active door offers the greatest security. However precautions should be taken by leaving a key near the lock (out of site to a would-be burglar) assure a fast exit in case of fire.



### Double Cylinder

Keyed cylinders are provided for both outside and inside. Locking and unlocking can be accomplished only with a key.

**DO NOT LEAVE YOUR FRENCH DOORS/SLIDING GLASS DOORS  
OPEN DURING THE NIGHT FOR FRESH AIR**



With windows and doors of this type, polycarbonate glazing/glass or shatter-resistant window film should be considered to enhance security of the windows/doors.

***POLYCARBONATE GLASS/GLAZING***

**Polycarbonate:**

A light weight "tempered" plastic - it has high tensile strength. It is clear, strong, and tough. It is approximately 30 times stronger than acrylics, 250 times stronger than glass and offers superior resistance to impact and shattering. Polycarbonate is somewhat flexible by nature, requiring increased thicknesses in larger openings for increased rigidity to prevent "pop-out" (for security purposes where existing sashes won't allow adequate edge engagement).

Polycarbonates are known by trade names such as Lexan, Tuffak, and Hyzod. They eliminate costly replacement of windows and combat vandalism. They are excellent for windows in high-crime areas or wherever safety, security, or impact-resistance is important. They are often used as burglar-proof glazing.

## ***SHATTER-RESISTANT FILM or TINT***

Glass doors and windows are the most common entry point for criminals breaking into your home. Security Film will help keep intruders "outside" your home!

You can secure a window by placing transparent polyester film on the inside glass. The film holds the glass together if the window is broken. Film is especially useful for sidelights and windows that could offer access to inside doorknobs and catches.

The penetration and tearing resistance of these films deters intruders, resulting in added protection for personal safety and valuables.

Installation of Safety and Security Film provides hazard reduction in the following situations:

- Break and Enter
- Bomb Blasts / Explosion
- Injuries to children and family
- Extreme Weather

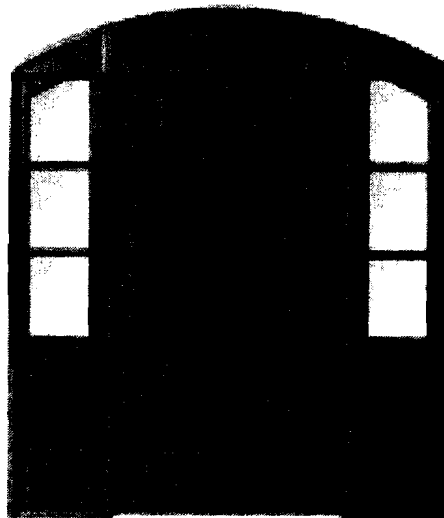
It is recommended that you Google the words "security film" and/or "security tint." Numerous companies will be displayed for you to research and choose from.

**SECURING PERIMETER DOORS WHEN GLASS IS  
LOCATED NEAR THE LOCKS**

Perimeter doors that have glass installed on the door near the locks



or have glass installed around the door near the locks pose a great security risk - in that an offender can simply break the glass and unlock the door to gain entry.

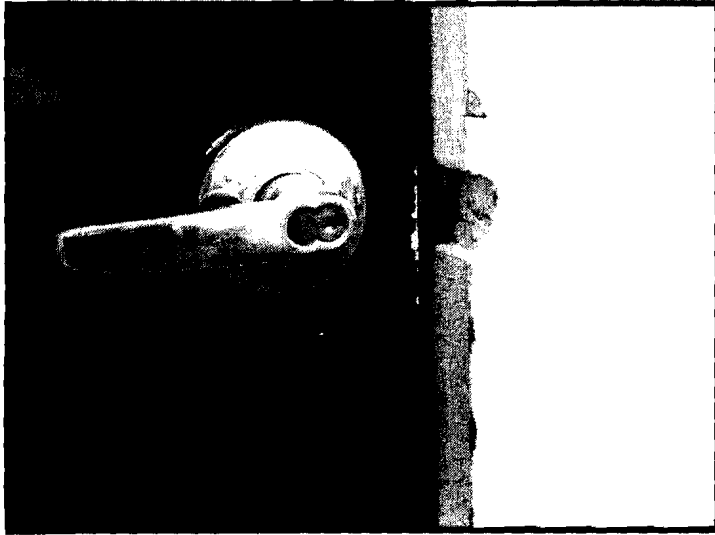




- Recommendations:**
- 1) Install double cylinder locks – the key should never be left in the lock. It can be kept close to the lock for emergency exit purposes. However, it should be kept out of view and out of a potential offender's reach.
  - 2) Install polycarbonate glazing/glass on the existing glass or replace the existing glass with polycarbonate glass.
  - 3) If polycarbonate glazing/glass is not desirable, install security film over the glass. The security film can also double as tint on the glass.

**Suggestion: Google "security film" or "security tint" – numerous companies will be displayed for you to research and choose from.**

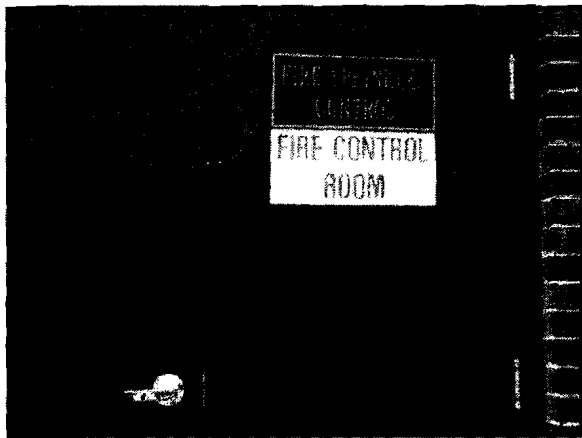
## DOOR SECURITY



This is a lock on one of the resident's home.

The lock in its current state, does not offer security or protection from break-ins.

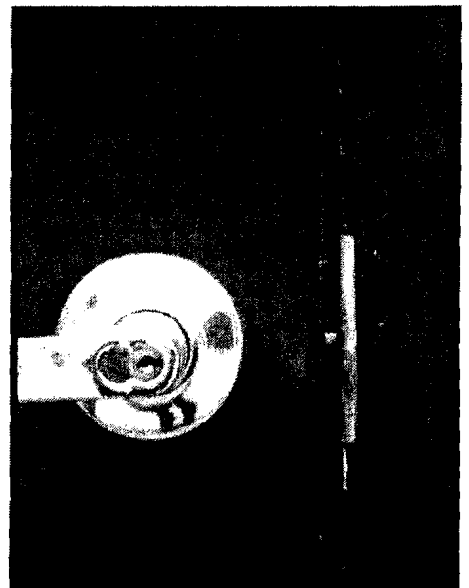
This resident is very vulnerable to a burglary and other crimes.



This door is located adjacent to the Euille Street garage (401 Euille St.).

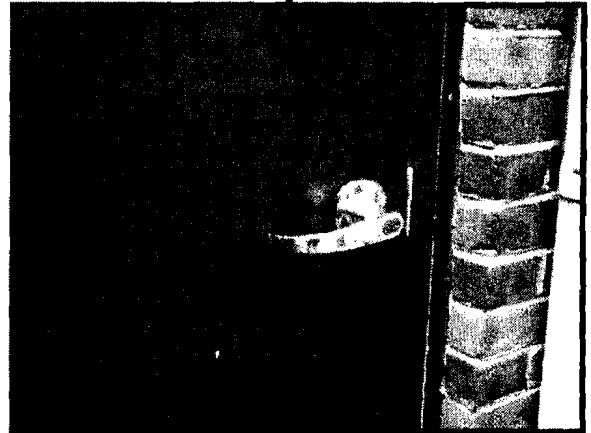
The door has been forced open with an unknown pry tool for an unknown person to gain entry for unknown reasons. This is a security risk to all residents.

Closer view of the damaged lock





This is the door that allows entry into the shared garage.  
The locks have been damaged and need to be repaired.



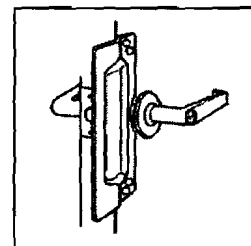
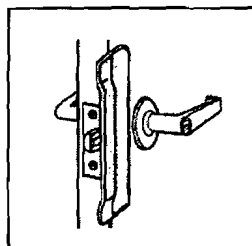
**Recommendations:** 1) Residents should use either a single cylinder or double cylinder deadbolt lock as their primary lock. The key-in-the-knob lock pictured on the resident's door should never be depended upon as the primary lock as they are easily defeated.

2) It is recommended that residents visit the website listed below. There are some great tools that can be used to help make their doors and windows less vulnerable to break-ins.

<http://www.invasionproof.com/?gclid=CIm8upHKmI4CFTyKOAodVUxYZA>

3) The locks on the fire sprinkler room door and on the garage entry door need to be repaired immediately.

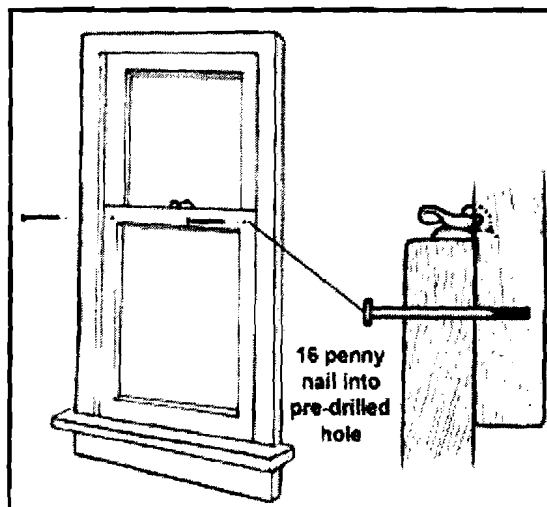
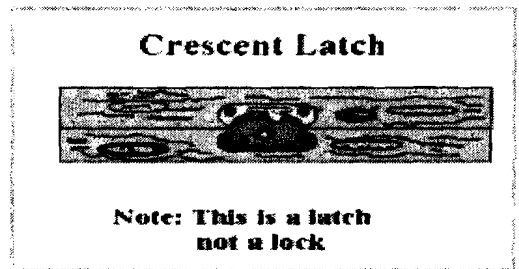
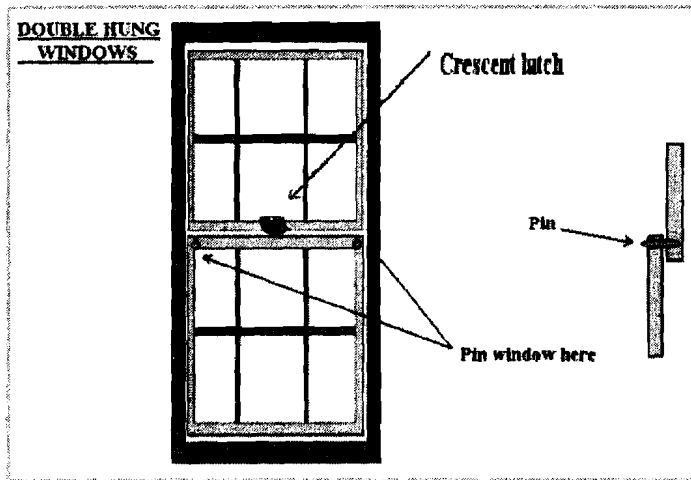
4) A safety "latch guard" should be installed on the fire sprinkler room door and on the garage entry door to prevent prying of these doors. (see below pictures)



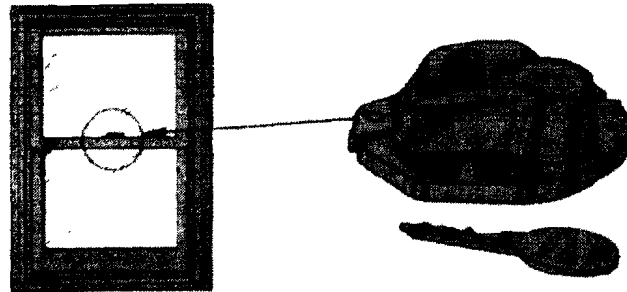
135

# WINDOW SECURITY

Windows are the most vulnerable of all points of entry. Windows should offer light, ventilation, and visibility, but not easy access. Many window locks are simply latches that can be pried open. The factory installed latch is known as a Crescent Latch and is just that, a latch not a lock. The purpose of this latch is to hold the top section of the window from falling open. A locking system needs to be applied. Locks should be designed so they cannot be opened by breaking the glass. The windows can be pinned as shown in the diagram below, this works extremely well and multiple pin holes can be made allowing the window to be opened partially while still preventing the window from being opened enough to gain entry.

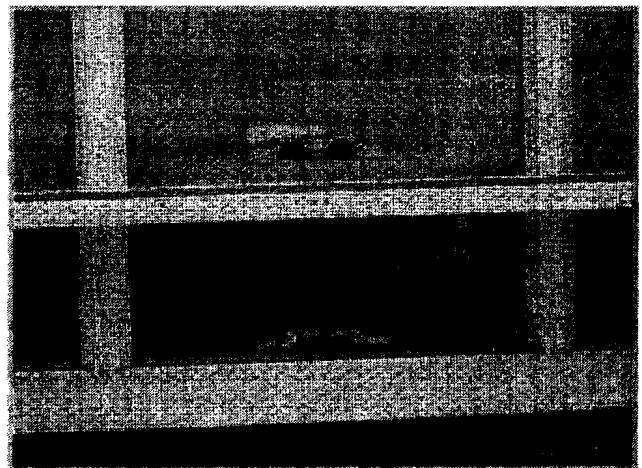


Windows should have secure locks and burglar-resistant glass. Exterior windows can be covered with burglar-resistant film/glazing. This provides the appearance of glass and increases security. Also there are key locks available for purchase at many hardware stores that mount to the windowsill and hold the window closed.



This window is located at 409 Euille Street. As you can see, the window is unsecured and it is at ground level. This window is extremely vulnerable to a burglary (break-in) by an offender.

This is a close-up view of the above pictured window. Clearly, the window is in the open position and unsecured.



Illegal entry can be gained very easily in all of the ground level windows. It is important for the occupant to ensure that all of these windows are closed and locked when the occupant is home but cannot monitor the window **and prior to the occupant leaving the home.**



**Recommendations:** 1) Plant thorny/prickly shrubbery underneath these windows to keep intruders away from the windows.



One of the homes has a "pet door" installed in the window. If the pet door is not installed properly, then an intruder could remove the pet door and gain entry into the home.



**NOTE:** For the pet window see: [http://www.petamenities.com/cat\\_deadbolt\\_door.htm](http://www.petamenities.com/cat_deadbolt_door.htm)  
<http://www.moorepet-petdoors.com>

**Recommendations:** 1) Residents should be absolutely sure that their pet doors/windows are installed properly with the appropriate security so that an intruder is unable to gain entry through the pet door/window.

## UNCOVERED WINDOWS

As I walked the complex, I noticed several residents didn't have their windows and/or glass doors covered. This practice allows anyone to see into their home and observe what is inside.



The usual method of operation of a potential burglar is to case (watch) the home and the hours in which the resident comes and goes. By the resident **choosing** to leave the windows and glass doors uncovered so that anyone can see inside, they help the burglar to know what is inside of the home and where in the home it is. This minimizes the time the burglar needs to be in the home to steal the resident's property.

It is unwise for the residents to leave their windows and sliding glass doors uncovered.

**Recommendation:** In between dusk and dawn (the hours of darkness) and when the residents are not home, the residents should cover their windows and sliding glass doors with some type of blinds, drapes, curtains, etc...

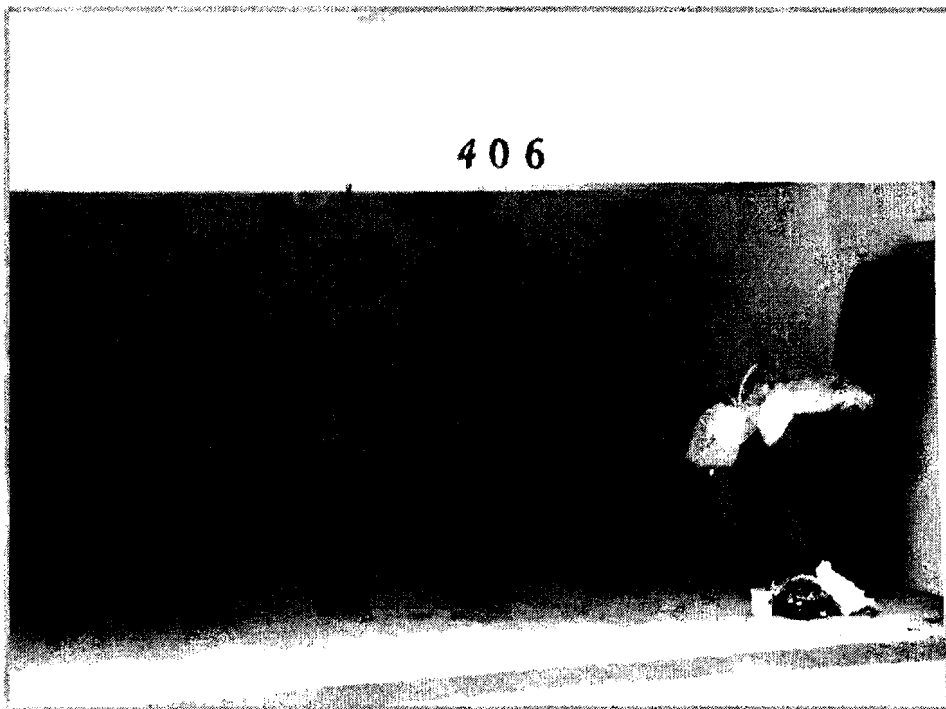


## **PERSONAL GARAGE SECURITY**

Upon walking the grounds of Chatham Square (which anybody can do because it is not a gated community), we observed a personal parking garage door in the up position. This garage was unattended by the owner/occupant.

These garages are located in an alley, not in public view of pedestrians and vehicular traffic. They are situated in such a way that an intruder will have all the time they need to break and enter the home without being seen.

Mr. Patrick Johnson and I attempted to close the garage door but we were unsuccessful. Owners of these garages should practice diligence in ensuring that their garage door is closed all the way before pulling off to their destinations.



- Recommendation:**
- 1) It is recommended that the owner/occupant of the garage(s) lock the door that leads to the inside of their home every time they leave the home.
  - 2) It is strongly suggested for obvious security reasons that the owner/occupant of the garage(s) make certain that the garage door is closed all the way prior to leaving the area.

## **OTHER RECOMMENDATIONS**

The issue was raised in reference to an unknown person(s) continuously breaking the lock on the wrought iron gate between 424 and 426 North Royal Street. The lock has been replaced several times.

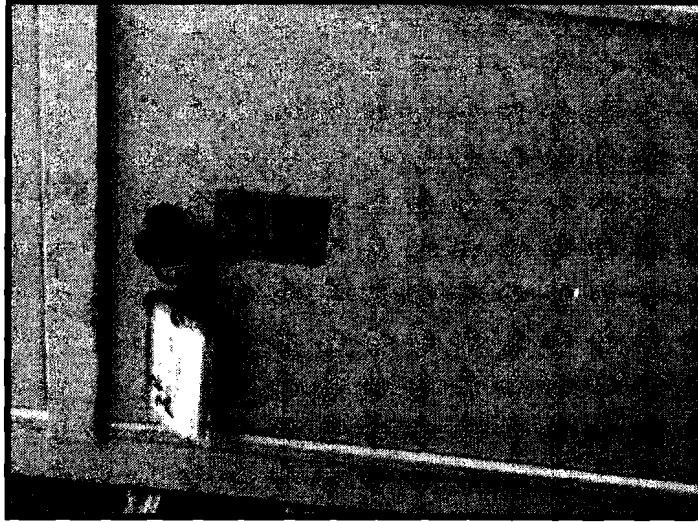


**Recommendation:** The lock itself serves no real purpose because one can simply gain entry into this area through the alley, which doesn't have a security gate. The gate only needs a doorknob to help keep the gate closed.

Change the hardware to a regular doorknob that closes the gate but does not have a locking mechanism. This will take the thrill out of destroying the lock from the person who continues to damage the lock and it will also keep the gate closed. This will also eliminate the expense of replacing the lock.

There is a mailbox in the alley that had a key stuck in it. Mr. Johnson and I attempted to remove the key but we were unsuccessful.

Mr. Johnson was not sure why the key is left in the mailbox.



**Recommendation:** Someone from the HOA needs to ascertain from a Post Office Official:

- a) Why the key is left in the mailbox;
- b) Can the key be removed by an offender;
- c) If so, can the offender gain entry into the other mailboxes with this key;
- d) If so, is there a more secure way for the mailman to be able to deliver the mail other than leaving this key in the box.

This report was prepared by: Officer Charlette Young  
Community Relations Unit  
2003 Mill Road, Alexandria, VA 22314  
703.838.4520  
[charlette.mitchell-young@alexandriava.gov](mailto:charlette.mitchell-young@alexandriava.gov)

2/143

Applicant

SPEAKER'S FORM

DOCKET ITEM NO. 10

**PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK  
BEFORE YOU SPEAK ON A DOCKET ITEM**

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Bob Youngentob

2. ADDRESS: ~~4000~~ 4800 Hampden Ln. Bethesda MD

TELEPHONE NO. \_\_\_\_\_ E-MAIL ADDRESS: Bob@eya.com

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? \_\_\_\_\_  
EYA

4. WHAT IS YOUR POSITION ON THE ITEM?  
FOR:  AGAINST: \_\_\_\_\_ OTHER: \_\_\_\_\_

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):  
Developer

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?  
YES  NO \_\_\_\_\_

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

**Guidelines for the Public Discussion Period**

(a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.

(b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.

(c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.

(d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.

(e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

Applicant

SPEAKER'S FORM

DOCKET ITEM NO. 10

**PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK  
BEFORE YOU SPEAK ON A DOCKET ITEM**

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Brian Allan Jackson

2. ADDRESS: 4800 Hamplen Lane

TELEPHONE NO. 301-634-8600 E-MAIL ADDRESS: bj@eya.com

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? EYA

4. WHAT IS YOUR POSITION ON THE ITEM?  
FOR:  AGAINST:  OTHER:

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.): Developer

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# Braddock Lofts Homeowner's Association

9, 10  
10-18-08

President: Salena Zellers

Vice President: Roger Woods

Secretary: Michelle Saylor

Treasurer: Ed Landgrover

At Large: David Sanders

October 18, 2008

Mayor Euille, Vice Mayor Pepper and City Council  
City of Alexandria, VA

Re: *Revised* Comments to the Braddock East Plan

Dear Mayor Euille, Vice Mayor Pepper and City Council,

This memorandum represents the *revised* final comments and requests regarding the Bland and Braddock East projects from the Braddock Lofts homeowners, the only residential community within the Braddock East planning area. We revised our suggested language changes with respect to the Affordable Housing fund contributions and the proactive identification of replacement housing sites after reviewing our comments with the P&Z Staff. These changes are noted in the attached comments in bold type.

I would like to reiterate that we are pleased with the approval of the Bland project and the Braddock East Plan by the Planning Commission. We've worked with the Department of Planning and Zoning and the City Consultants during this process over the past year and appreciate that our concerns, suggestions and comments have been heard. We offer our support for both plans and have only the attached comments that we would like you to consider before approval. If you have any questions or need clarification, please contact me at any time.

Sincerely,

*Salena Zellers*

Salena Zellers  
Braddock Lofts HOA President

Contact Information:

Salena Zellers; Braddock Lofts HOA President  
1122 Madison Street, Alexandria, VA 22314; 703-980-2047; [salena@bioinjury.com](mailto:salena@bioinjury.com)

## **Braddock Lofts Homeowner's Association**

President: Salena Zellers      Vice President: Roger Woods

Secretary: Michelle Saylor      Treasurer: Ed Landgrover      At Large: David Sanders

### **Comments and Recommendations to the Bland Project**

We at the Braddock Lofts support the designs and plans for the Bland project. Provided we can be confident the Braddock East plan has a clear mechanism to provide for the deconcentration of public housing that the Council and ARHA have indicated the support in their most recent MOU as well as in the Braddock Road plan, we will not request further off-siting of public housing units at Bland and will support the plan with the following caveats:

- We support staff's request that the design for the multifamily units be brought back to the Council at a later date in order to finalize architectural details. Planning and Zoning staff should have the ability to address the architectural issues in the multifamily building subsequent to the final approval of the plan.
- We agree with staff's suggestion that the distribution of housing types in the multifamily buildings be more equally dispersed. The income mix in the multifamily building should be equally distributed within the buildings rather than the current plan of housing all of the lower income residents on the first and second floor and all of the market rate units on the upper two floors.
- As litter, noise, maintenance and other related nuisance issues create the largest conflicts in the community, an accountable property management firm can provide a clear mechanism to respond to and address issues in the neighborhood. We ask the Council to include a provision to provide a mechanism to require or at least provide city staff approval over the organization used to manage the properties. Some combination of either on-site property management and/or third party property management should be a part of the Bland development. The multifamily building should only have one property management organization for the entire building. This is in the best interest of the ARHA residents as well as the market rate tenants.

#### *Contact Information:*

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## Braddock Lofts Homeowner's Association

President: Salena Zellers      Vice President: Roger Woods

Secretary: Michelle Saylor      Treasurer: Ed Landgrover      At Large: David Sanders

### Comments and Recommendations for the Braddock East Plan

The Memorandum of Understanding Between the City of Alexandria and the Alexandria Redevelopment and Housing Authority signed on March 28, 2008 by Mayor Euille and ARHA Chairperson Melvin Miller is described on Page 20. In order to most accurately reflect the intent of the MOU, additional language directly from the MOU regarding the deconcentration of public housing in the Braddock Road neighborhood should be included in the Plan. The quotes from the MOU that should be included in the Plan are

“since the 1970s, the policy of the City and ARHA has been to preserve and improve designated public housing units by one-for-one replacement and de-concentration by scattered site replacements under Resolution 830 and its predecessor resolution”

“the City desires to work with ARHA and the community to develop a coordinated long term strategy for the redevelopment and maintenance of aging public housing sites and deconcentration of public housing as part of an affordable strategy that addresses affordable housing throughout the City.”

### *Socially and Economically Mixed Communities*

The Braddock East planning process and supporting HUD documents confirm the advantages of transforming public housing into economically and socially mixed-income communities instead of maintaining islands of poverty in the midst of growing wealth. When families of different income brackets live in the same development together, their children gain opportunities to meet each other and play together without regard to income level. Educational researchers have consistently found that both academic performance and life opportunities of low-income pupils improve significantly when they are surrounded by middle class classmates (Century Foundation, *Divided We Fail* 9/02; David Rusk, *Classmates Count* 7/02). Adults in a mixed-income community are drawn into a shared sense of community as they work together to manage their housing and address issues of shared concern to residents. In many cases, lower income

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residents have indicated that being part of a social network with residents of higher education and/or incomes has helped expand their education and job opportunities. Mixed-income housing gained national attention in 1993, with the authorization of the HOPE VI program. The HOPE VI Program is designed to support the development of mixed-income housing as a replacement for traditional public housing with the primary goal of “improving the living environment for residents of severely distressed public housing” and “providing housing that will avoid or decrease the concentration of very poor families.” (HUD and Hope VI Reference Material: HUD, *Mixed-Income Housing and the HOME Program* 2003; Brophy and Smith, *Mixed-Income Housing: Factors for Success*, Cityscape: A Journal of Policy Development and Research, HUD Office of Policy Development and Research, V3 No.2 1997.)

### ***Alexandria as a National Leader***

Alexandria has a unique opportunity to set a nation-wide example for progressive policy changes with respect to housing for low income residents. This is a challenging and difficult process that should not be given up on because “it is too hard.” If truly successful, the policies we set in Alexandria toward providing economically and socially mixed income communities throughout the city as a whole can be seen as a microcosm of exemplary housing solutions that can be used as a model across the entire country.

### ***Provisions for Replacement Housing***

Research and planning presented by the Planning and Zoning staff and the City consultants confirm that there will be a need for replacement units off site after the redevelopment of Samuel Madden and Andrew Adkins. According to the Plan, the need for relocation for public housing units off site will be based on

“constraints on the development of these sites, such as the need for open space, the limitation on heights and the need for compatibility with adjacent neighborhoods, as well as the available funding and market conditions ...” [Page 7, 47]

“it is likely that the densities needed to replace all of the public housing on-site in Braddock East, while adding enough market rate units to make the development feasible, may not be viable.” [Page 7, 48]

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Because of the confirmed need to have replacement units off site, the language in Plan needs to be more concrete regarding the funding and support from the City. This is necessary to provide ARHA the complete assurance that there is a mechanism in place to identify replacement sites and provide at least partial funding for the replacement sites. Please note that we are in agreement with ARHA in that we are *not* requesting that the Plan specify a specific number of units to be relocated off site. However, given that the Department of Planning and Zoning and the City Consultants concluded that this will be necessary, we believe that the language providing support for the relocation sites should be more concrete.

On page 48 of the Plan, it states that

“Consequently, it may be necessary to replace of [sic] some of the existing public housing units in Braddock East at other locations in the City. Based on the experience of the similar redevelopments in Alexandria referred to above, this may be somewhere in the region of one-third to one-half. In order to responsibly plan for this possibility, the City and ARHA should work together to identify and secure replacement sites to anticipate this potential requirement for replacement housing units.”

The language needs to be more concrete and clear. Our *initial* suggestion for a change in the language was as follows:

Consequently, it will be necessary to replace some of the existing public housing units in Braddock East at other locations in the City. Based on the experience of the similar redevelopments in Alexandria referred to above, this may be somewhere in the region of one-third to one-half. There are currently 90 units in Andrew Adkins, 66 units at Samuel Madden, and 15 units at the Ramsey Homes; a total of 171 units in the Braddock East area, not including Bland. One-third to one-half represents 57 to 85 units that may need to be replaced offsite. In order to responsibly plan for this, the City should work with ARHA towards the goal of securing 85 replacement sites in anticipation of this need for replacement housing.

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After reviewing these comments with P&Z Staff, we have revised our suggested language changes to the following:

**Consequently, it will be necessary to replace some of the existing public housing units in Braddock East at other locations in the City. Based on the experience of the similar redevelopments in Alexandria referred to above, this may be somewhere in the region of one-third to one-half. There are currently 90 units in Andrew Adkins, 66 units at Samuel Madden, and 15 units at the Ramsey Homes; a total of 171 units in the Braddock East area, not including James Bland. One-third to one-half represents 57 to 85 units that may need to be replaced offsite. In order to responsibly plan for this potential need, the City and ARHA should work together to identify and secure replacement sites to anticipate this potential requirement for replacement housing units."**

In addition, on page 49 of the Plan it notes that the income expected from the new developments in the Braddock Road Metro Neighborhood is \$6,525,000 and attempts to allocate 50% of this fund to finance replacement housing. The language needs to be more concrete in order to assure ARHA that the funds will not be used for any other purpose until after all of the replacement sites have been identified and funded. The Plan currently states

"In order to support the objective of securing opportunities for replacement public housing, this Plan recommends that 50% of the available Affordable Housing Trust Funds generated from future development in the Braddock area be reserved for off-site replacement of public housing from the Braddock East area until any replacement housing needs are met."

Our initial suggestion for a change in the language to eliminate any potential loopholes was as follows:

In order to support the objective of securing opportunities for replacement public housing, this Plan recommends that at least 50% of the available Affordable Housing

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Trust Funds generated from future development in the Braddock area be reserved for off-site replacement of public housing from the Braddock East area. These funds can only be used to fund replacement sites for units currently in the Braddock East neighborhood and cannot be used for any other purpose until after all of the necessary replacement sites are identified and paid for. If the goal of 85 units is achieved, as described earlier, this required use of Trust Fund monies can be re-considered by the City Council.

After reviewing these comments with P&Z Staff, we have revised our suggested language changes to the following:

**In order to support the objective of securing opportunities for replacement public housing, this Plan recommends that at least 50% of the available Affordable Housing Trust Funds generated from future development in the Braddock area be reserved for off-site replacement of public housing from the Braddock East area. These funds can only be used to fund replacement sites for units currently in the Braddock East neighborhood and cannot be used for any other purpose until after all of the necessary replacement sites are identified and paid for.**

Again, on page 59, Recommendation 15 states

"Fifty percent (50%) of the Affordable Housing Trust Funds generated from future development in the Braddock Metro area, including the Madison, Payne Street and Jaguar, should be reserved for replacement housing needs in the event it becomes necessary to secure replacement public housing to support redevelopment of the Braddock East sites.

The language should be modified in order to provide ARHA the assurance that the funds will be used only for this purpose. The language should also reflect that it is known that some units will need to be replaced off site instead of perpetuating the hope that they can all realistically

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be replace within the new development. Our initial suggestion for revised language was as follows:

Fifty percent (50%) of the Affordable Housing Trust Funds generated from future development in the Braddock Metro area, including the Madison, Payne Street and Jaguar, should be solely reserved for replacement housing for public housing units currently in the Braddock East neighborhood that will likely need to be relocated offsite.

After reviewing these comments with P&Z Staff, we have revised our suggested language changes to the following:

**At least 50% of the available Affordable Housing Trust Funds generated from future development in the Braddock Metro area, including the Madison, Payne Street and Jaguar, should be reserved for off-site replacement of public housing from the Braddock East area. These funds can only be used to fund replacement sites for units currently in the Braddock East neighborhood and cannot be used for any other purpose until after all of the necessary replacement sites are identified and paid for.**

Finally, on page 30 and 31, the Plan states that in order to provide the necessary and proper support for the housing residents, the new development will need

“High quality and experienced management of facilities and ground, with homeowner and tenant associations that are attentive and sensitive to the needs of all its residents.”

In order to effectively support its residents, we strongly suggest that the Plan include a recommendation that ARHA provide onsite management for each of the new developments and seriously consider hiring independent management for these sites. At a recent Urban Land Institute Forum on Urban Community Issues, participants exchanged ideas and shared experiences regarding the best practices for managing mixed income communities. Interaction of onsite property managers with the residents was cited as an extremely important tool to

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ensure success of the development. The ultimate success of these mixed income communities will rest on appropriate and consistent management.

### ***Braddock Metro Neighborhood Plan***

The Braddock Road Metro Neighborhood Plan is briefly discussed on page 60 (Appendix A) of the Braddock East Plan. However, important information has been omitted that is directly related. The Braddock Metro Neighborhood Plan, as approved by the Planning Commission and City Council, directly addresses deconcentration of public housing in the Braddock Road Neighborhood by scattering public housing throughout the city.

"Locally, the City and the Alexandria Redevelopment and Housing Authority (ARHA) have long endorsed deconcentration by scattering public housing throughout the City." [Page 58 of the Braddock Plan]

We request that this language be included in Appendix A.

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9:10

10-18-08



**Councilman Krupicka**  
<Council@Krupicka.com>

10/06/2008 07:48 PM

To Jackie Henderson <jackie.henderson@alexandriava.gov>

cc

bcc

Subject Fwd: Bland and Braddock East

Begin forwarded message:

**From:** "Salena Zellers Schmidtke" <salena@bioinjury.com>

**Date:** October 6, 2008 7:18:08 PM EDT

**To:** <erwagner@comcast.net>, <hsdunn@ipbtax.com>, <komorosj@nasd.com>, <jlr@cpma.com>, <jssjennings@aol.com>, <Donna\_Fossum@rand.org>, <mslyman@verizon.net>, <jlr@cpma.com>

**Cc:** <Faroll.Hamer@alexandriava.gov>, <Andrea.Barlow@alexandriava.gov>, <mshel613@yahoo.com>, "Councilman Krupicka" <Council@Krupicka.com>

**Subject: Bland and Braddock East**

Dear Planning Commissioners and Department of Planning and Zoning Staff,

This memorandum represents the final comments and requests regarding the Bland and Braddock East projects from the Braddock Lofts homeowners. After review of the latest version of the Plan and the comments and the timeline for the Bland project, we are submitting the attached additional comments for consideration by the Planning Commission. We will be submitting these comments to City Council after the Planning Commission Tuesday evening. If you have any questions or need clarification, please contact me at any time.

Sincerely,

*Salena*

Salena Zellers Schmidtke

Braddock Lofts HOA President

703-980-2047

salena@bioinjury.com



Lofts Statement Bland and Braddock East 100608.pdf

## Braddock Lofts Homeowner's Association

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October 6, 2008

Planning Commission  
Department of Planning and Zoning  
City of Alexandria, VA

Re:    Approval of the Bland Redevelopment Project  
      Approval of the Braddock East Plan

Dear Planning Commissioners and Department of Planning and Zoning Staff,

This memorandum represents the final comments and requests regarding the Bland and Braddock East projects from the Braddock Lofts homeowners, *the only residential community within the Braddock East planning area*. We spoke at the last City Council meeting regarding our initial position on the Bland project and we have submitted comments on the first two drafts of the Braddock East Plan. These comments were addressed and incorporated into the Plan. After review of the latest version of the Braddock East Plan and reviewing comments and the timeline for the Bland project, we are submitting these additional comments for consideration by the Planning Commission.

If you have any questions or need clarification, please contact me at any time.

Sincerely,

*Salena*

Salena Zellers  
Braddock Lofts HOA President

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### **Comments and Recommendations to the Bland Project**

We at the Braddock Lofts support the designs and plans for the Bland project. Provided we can be confident the Braddock East plan has a clear mechanism to provide for the deconcentration of public housing that the Council and ARHA have indicated the support in their most recent MOU as well as in the Braddock Road plan, we will not request further off-siting of public housing units at Bland and will support the plan with the following caveats:

- Planning and Zoning staff should have the ability to address the architectural issues in the multifamily building subsequent to the final approval of the plan. We support staff's request that the multifamily units be brought back to the Council at a later date in order to finalize architectural details.
- The income mix in the multifamily building should be equally distributed within the building rather than the current plan of housing all of the lower income residents on the first and second floor and all of the market rate units on the upper two floors. We agree with staff's suggestion that the multifamily building be truly mixed income rather than segregated with public housing downstairs and market rate housing upstairs.
- As litter, noise, maintenance and other related nuisance issues create the largest conflicts in the community, an accountable property management firm can provide a clear mechanism to respond to and address issues in the neighborhood. We ask the Planning Commission and Council to include a provision to provide a mechanism to require or at least provide city staff approval over the organization used to manage the properties. Some combination of either on-site property management and/or third party property management should be a part of the Bland development. The multifamily building should only have one property management organization for the entire building. This is in the best interest of the ARHA residents as well as the market rate tenants.

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### **Comments and Recommendations for the Braddock East Plan**

The **Memorandum of Understanding** Between the City of Alexandria and the Alexandria Redevelopment and Housing Authority signed on March 28, 2008 by Mayor Euille and ARHA Chairperson Melvin Miller is described on Page 20. In order to most accurately reflect the intent of the MOU, additional language directly from the MOU regarding the deconcentration of public housing in the Braddock Road neighborhood should be included in the Plan. The quotes from the MOU that should be included in the Plan are

“since the 1970s, the policy of the City and ARHA has been to preserve and improve designated public housing units by one-for-one replacement and de-concentration by scattered site replacements under Resolution 830 and its predecessor resolution”

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### ***Socially and Economically Mixed Communities***

The Braddock East planning process and supporting HUD documents confirm the advantages of transforming public housing into economically and socially mixed-income communities instead of maintaining islands of poverty in the midst of growing wealth. When families of different income brackets live in the same development together, their children gain opportunities to meet each other and play together without regard to income level. Educational researchers have consistently found that both academic performance and life opportunities of low-income pupils improve significantly when they are surrounded by middle class classmates (Century Foundation, *Divided We Fail* 9/02; David Rusk, *Classmates Count* 7/02). Adults in a mixed-income community are drawn into a shared sense of community as they work together to manage their

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"constraints on the development of these sites, such as the need for open space, the limitation on heights and the need for compatibility with adjacent neighborhoods, as well as the available funding and market conditions ..." [Page 7, 47]

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“it is likely that the densities needed to replace all of the public housing on-site in Braddock East, while adding enough market rate units to make the development feasible, may not be viable.” [Page 7, 48]

Because of the confirmed need to have replacement units off site, the language in Plan needs to be more concrete regarding the funding and support from the City. This is necessary to provide ARHA the complete assurance that there is a mechanism in place to identify replacement sites and provide at least partial funding for the replacement sites.

On page 48 of the Plan, it states that

“Consequently, it may be necessary to replace of [sic] some of the existing public housing units in Braddock East at other locations in the City. Based on the experience of the similar redevelopments in Alexandria referred to above, this may be somewhere in the region of one-third to one-half. In order to responsibly plan for this possibility, the City and ARHA should work together to identify and secure replacement sites to anticipate this potential requirement for replacement housing units.”

We know that some units will need to be replaced off site and should not perpetuate false hope that all of the units will be replaced onsite; therefore we need to provide ARHA the guarantee that the City is committed to proactively identifying replacement sites. The language needs to be more concrete and clear. For example

**Consequently, it will be necessary to replace some of the existing public housing units in Braddock East at other locations in the City. Based on the experience of the similar redevelopments in Alexandria referred to above, this may be somewhere in the region of one-third to one-half. There are currently 90 units in Andrew Adkins, 66 units at Samuel Madden, and 15 units at the Ramsey Homes; a total of 171 units in the Braddock East area, not including Bland. One-third to one-half represents 57 to 85 units that may need to be replaced offsite. In order to responsibly plan for this, the City should**

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**work with ARHA towards the goal of securing 85 replacement sites in anticipation of this need for replacement housing.**

In addition, on page 49 of the Plan it notes that the income expected from the new developments in the Braddock Road Metro Neighborhood is \$6,525,000 and attempts to allocate 50% of this fund to finance replacement housing. The language needs to be more concrete in order to assure ARHA that the funds will not be used for any other purpose until after all of the replacement sites have been identified and funded. The Plan currently states

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The following is suggested language to eliminate any potential loopholes:

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Again, on page 59, Recommendation 15 states

“Fifty percent (50%) of the Affordable Housing Trust Funds generated from future development in the Braddock Metro area, including the Madison, Payne Street and Jaguar, should be reserved for replacement housing needs in the event it becomes necessary to secure replacement public housing to support redevelopment of the Braddock East sites.

The language should be modified in order to provide ARHA the assurance that the funds will be used only for this purpose. The language should also reflect that it is known that some units will need to be replaced off site instead of perpetuating the hope that they can all realistically be replaced within the new development. For example:

**Fifty percent (50%) of the Affordable Housing Trust Funds generated from future development in the Braddock Metro area, including the Madison, Payne Street and Jaguar, should be solely reserved for replacement housing for public housing units currently in the Braddock East neighborhood that will likely need to be relocated offsite.**

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“High quality and experienced management of facilities and ground, with homeowner and tenant associations that are attentive and sensitive to the needs of all its residents.”

In order to effectively support its residents, we strongly suggest that the Plan include a recommendation that ARHA provide onsite management for each of the new developments and seriously consider hiring independent management for these sites. The ultimate success of these mixed income communities will rest on appropriate and consistent management.

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### ***Braddock Metro Neighborhood Plan***

The Braddock Road Metro Neighborhood Plan is briefly discussed on page 60 (Appendix A) of the Braddock East Plan. However, important information has been omitted that is directly related. The Braddock Metro Neighborhood Plan, as approved by the Planning Commission and City Council, directly addresses deconcentration of public housing in the Braddock Road Neighborhood by scattering public housing throughout the city.

"Locally, the City and the Alexandria Redevelopment and Housing Authority (ARHA) have long endorsed deconcentration by scattering public housing throughout the City." [Page 58 of the Braddock Plan]

We request that this language be included in Appendix A.

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9, 10, 11

10-18-08

Support Planning Commission Recommendation with the following changes:

- 1) Incorporate the language submitted by the Inner City Civic Association and the Lofts Homeowners association. *for the small area plan.*
- 2) Accept staff recommendations in the staff memo dated October 17, regarding open space, the 16 offsite units, the process to review the distribution of income in the multi-family buildings, the management office for the public housing, building architecture and parking.
- 3) Modify the housing conditions to be clear that market rate unit holders must use their garages for vehicular parking and may not use them for another purpose that restricts the use of the garage as a for parking.
- ~~4) Consider options to replace one APHA cluster on First Street with market rates elsewhere in the project and make such a change if financially feasible.~~
- 4 <sup>6</sup>) In light of the significant <sup>economically viable</sup> loss of permeable surfaces, direct staff to work with the applicant to explore use of all reasonable environmental technologies, with a specific emphasis on storm water management approaches to keep storm water on site and in the water table (e.g. permeable pavement). And to explore potential grant funding to help support this project.
- 5 <sup>8</sup>) Direct staff to create, within 90 days, a Braddock Road Implementation Committee that shall be responsible for monitoring the implementation of all aspects of the Braddock Road and Braddock Road East plans as well as related city activities that relate to this neighborhood.
- 6 <sup>4</sup>) Work with the applicant to <sup>explore options to provide for</sup> ~~options to include~~ accessible electrical outlets in all parking garages to facilitate future electric car options. *If economically feasible*
- 7 <sup>8</sup>) Direct staff to work with the community to develop a formal parking plan for the neighborhood, including Inner City, NorthEast and Braddock Road with the goal of completion of such plan within 18 months or less. The plan should evaluate options for diagonal parking.
- 8 <sup>8</sup>) Direct staff to explore with the community and report back to the BR Implementation Committee (or whatever the group is named) on options for changing street flow so that the new one-way access between First and Montgomery Streets run north to south and the one-way access between Montgomery and Madison Streets run south to north and also to evaluate whether one way streets would be beneficial.
- 9 <sup>10</sup>) Include language in the SUP clarifying that any required architectural changes can not harm the economic viability of the project.

(over)



**James Bland**  
**DSUP# 2008-0013**  
**Docket Item # 10**

New Condition 28B to relocated one public housing footprint (3 units) from First Street to another location on the site and replace with two market rate units.

28B. The applicant shall relocate the public housing units on lot #17 to a location on N. Alfred Street to be determined by the applicant and the Director of P&Z. The relocated ARHA footprint will be replaced by two market rate 3 1/2 story, 19 foot wide townhouses.

Motion by Gumpika / LOYAIN 7-0

Support Planning Commission Recommendation with the following changes:

1) Incorporate the language submitted by the Inner City Civic Association and the Lofts Homeowners association. *for the small area plan.*

2) Accept staff recommendations in the staff memo dated October 17, regarding open space, the 16 offsite units, the process to review the distribution of income in the multi-family buildings, the management office for the public housing, building architecture and parking. *Include one option for Council 2 decide w/ next 12 mos?*

3) Modify the housing conditions to be clear that market rate unit holders must use their garages for vehicular parking and may not use them for another purpose that restricts the use of the garage *for open space*

~~4) Consider options to replace one ARMA cluster on First Street with market rates elsewhere in the project and make such a change if financially feasible.~~

4) In light of the significant *economically viable* loss of permeable surfaces, direct staff to work with the applicant to explore use of all reasonable environmental technologies, with a specific emphasis on storm water management approaches to keep storm water on site and in the water table (e.g. permeable pavement). And to explore potential grant funding to help support this project.

5) Direct staff to create, within 90 days, a Braddock Road Implementation Committee that shall be responsible for monitoring the implementation of all aspects of the Braddock Road and Braddock Road East plans as well as related city activities that relate to this neighborhood.

6) Work with the applicant to *explore options to provide for* ~~options to include~~ accessible electrical outlets in all parking garages to facilitate future electric car options. *If economically feasible*

7) Direct staff to work with the community to develop a formal parking plan for the neighborhood, including Inner City, NorthEast and Braddock Road with the goal of completion of such plan within 18 months or less. The plan should evaluate options for diagonal parking. *among other things*

8) Direct staff to explore with the community and report back to the BR Implementation Committee (or whatever the group is named) on options for changing street flow so that the new one-way access between First and Montgomery Streets run north to south and the one-way access between Montgomery and Madison Streets run south to north and also to evaluate whether one way streets would be beneficial.

~~9) Include language in the SUP clarifying that any required architectural changes can not harm the economic viability of the project.~~

(over)

**James Bland**  
**DSUP# 2008-0013**  
**Docket Item # 10**

New Condition 28B to relocated one public housing footprint (3 units) from First Street to another location on the site and replace with two market rate units.

*work with staff to explore the possibility*

28B. The applicant shall relocate the public housing units on lot #17 to a location on N. Alfred Street to be determined by the applicant and the Director of P&Z. The relocated ARHA footprint will be replaced by two market rate 3 1/2 story, 19 foot wide townhouses.

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10-18-08

*City of Alexandria, Virginia*

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**MEMORANDUM**

DATE: OCTOBER 17, 2008

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: JAMES K. HARTMANN, CITY MANAGER *J*

FROM: FAROLL HAMER, DIRECTOR OF PLANNING AND ZONING  
MILDRILYN DAVIS, DIRECTOR OF HOUSING  
KIRK KINCANNON, DIRECTOR OF RECREATION, PARKS & CULTURAL  
ACTIVITIES

SUBJECT: RECOMMENDED CHANGES TO CONDITIONS FOR DSUP #2008-0013  
JAMES BLAND REDEVELOPMENT

---

Subsequent to the October 7, 2008 Planning Commission Public Hearing, City staff and the Applicant have met to discuss several revisions to the recommendations which include the following topic areas:

- Open space - maintenance;
- Expanding open space through City acquisition;
- Provision of the 16 off-site public housing replacement units;
- Distribution of public housing and market rate units within the multi-family buildings;
- Building materials; and
- Parking.

**A. OPEN SPACE - MAINTENANCE:**

One of the concerns raised by the applicant regarding the central open space is the staff recommendation that the Homeowners Association (HOA) be required to maintain the central open space – public park. Since ARHA will be part of the HOA it will be required to pay a proportional share of the HOA maintenance requirements. Staff is recommending that the HOA maintain the proposed open space, however the City would provide \$1,200/year to ARHA to offset the incremental HOA costs to ARHA of maintaining the expanded portion of the park. Staff is also referencing a benchmark (*Attachment # 7*) for maintenance for an assurance to the City and ARHA that the park maintenance standards will be a defined certainty for the City, ARHA and the HOA. However, similar to Chatham Square, there will be a process for the market rate units to maintain the park at a higher level of maintenance if agreed upon by the HOA. Staff has also added additional detail regarding the proposed acquisition costs and timing for the acquisition of the four market rate units to make the central park larger.

**Revision to Condition 9**

~~Strikethrough~~ indicates revised text and underline indicates new text.

- 9b. In order to increase the size and viability of the proposed major park at the James Bland Redevelopment site, it is proposed that the City purchase from ARHA four market rate building lots adjacent to the planned open space at the southwest corner of Montgomery and Alfred Streets. This purchase of the four lots will increase the size of the park from about 8,200 square feet to approximately 13,000 square feet. The additional open space to “Parcel C” shall require a monetary contribution from the Open Space Fund or comparable funding to provide the property owner with a reasonable fair market value for each of the market rate lots/units purchased for open space. The monetary amount for the acquisition of open space shall be mutually agreed upon by the City and the property owner prior to submission of the first final site plan.
- i. The City would pay \$328,418 per lot which totals \$1,313,672 for the four lots.
  - ii. In addition, recognizing that ARHA, per its contract with EYA, will be sharing on a percentage basis in the upside gross sales revenue from the sale of the James Bland market rate units, the City would also pay a pro rata share of forgone upside gross sales revenue for the four lots which the City would purchase to expand the proposed park.
  - iii. The formula for paying this pro rata share would be to determine, after all the market rate units have been sold and the gross sales accounting completed, the per unit share of gross revenues which ARHA has earned. The City would then pay the pro rata determined per unit share for each of the four lots the City purchased to acquire the park.
  - iv. For example: If the total gross revenues from the sale of the 245 market rate subject to the revenue sharing agreement between ARHA and EYA totals \$2,450,000 and if ARHA’s share is 20% (\$490,000), then the per unit share would be \$2,000 per unit. The City would then pay an additional \$8,000 for the four lots it purchased from ARHA for the park.
  - v. The City would contract with ARHA to purchase the four lots prior to the issuance of the first final site plan for the James Bland redevelopment, with settlement to occur prior to the issuance of a building permit for the redevelopment phase which includes these four lots.
  - vi. The City would reserve dedicated open space capital funds to acquire these four lots.
  - vii. The funds for the four lots would be held by ARHA to help fund the James Bland project.
  - viii. The City Manager is authorized to execute a purchase contract for these four lots with ARHA which incorporates the above provisions.
  - ix. The minimum standards which the Home Owners Association (HOA) will use to maintain the park are detailed in Attachment 7. These standards may not be changed by the City in a manner which would increase the HOA costs without prior approval of ARHA and the HOA.

- x. In recognition of the public access status of this open space, the City would provide ARHA \$1,200 per year to offset the incremental HOA costs to ARHA of maintaining the expanded portion of the park.

**B. PROVISION OF THE 16 OFF-SITE PUBLIC HOUSING UNITS:**

In order to elaborate in more detail the City's commitment in regard to the 16 replacement units, the following additional text is recommended.

***Revision to Condition #53***

~~Strikethrough~~ indicates revised text and underline indicates new text.

- 53. Pursuant to Resolution 830, 44 additional James Bland units shall be relocated to the redeveloped West Glebe and Old Dominion sites (when completed) and 16 units will be relocated to a City-identified and secured location that is acceptable to ARHA.
  - a. The City commits, in accordance with Resolution 830, that the City will cooperate with ARHA to identify a suitable site or sites, and plans to make the 16 units available by the time relocation commences for Phase Two of the James Bland redevelopment, which ARHA anticipates is likely to occur during the summer of 2010, assuming approval of tax credit applications for each of the first two phases in the year submitted. In any event, the City will make the 16 units available by the completion of the project which is anticipated to occur by 2015.
  - b. As evidence of its good faith commitment, the City will reserve \$1 million in authorized housing bond capacity concurrent with approval of the James Bland DSUP, and will set aside 50% of all new developer contributions for affordable housing,<sup>1</sup> once all monies budgeted and previously allocated for use in FY 2009 have been received. These two sources of funding (not to exceed \$6.4 million) will be reserved for use for the 16 replacement units until such time as the financing arrangements for the 16 units are finally determined, and all required funding commitments are secured. If not needed for this purpose, the City funds would then be made available for other housing needs. The City and ARHA acknowledge that the actual cost is unknown and could vary widely depending on the unit type, whether the units are provided by acquiring existing units or constructing new units, and the nature and amount of additional subsidy or financing (e.g., developer subsidy, Low Income Housing Tax Credits, etc.).
  - c. The City Manager is authorized to execute an agreement with ARHA reflecting the above condition #53 language.

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<sup>1</sup> This exceeds the commitment included in the proposed Braddock East Plan, which calls for 50% of the developer housing contributions from properties in the Braddock Metro Neighborhood Plan area to be reserved for replacement of Braddock East area public housing. This specific commitment for James Bland covers all such contributions and is not limited to those from the Braddock area.

**C. DISTRIBUTION OF PUBLIC HOUSING AND MARKET RATE UNITS WITHIN THE MULTI-FAMILY BUILDINGS.**

Staff added a recommendation (condition # 62) that requires the applicant to work with staff to explore ways to better mix the public housing and market rate units within the multi-family buildings. Staff is recommending additional text that will require that the analysis of alternative unit mixes multi-family buildings be reviewed by the Mayor's ARHA Redevelopment Work Group.

***Revised Condition #62***

~~Strikethrough~~ indicates revised text and underline indicates new text.

The Developer agrees to explore the feasibility (economic and otherwise) of increasing the integration of public housing and market rate units within the multi-family buildings, and present its findings to the Mayor's ARHA Redevelopment Work Group. It is understood that if it is not possible to revise the layout of the multi-family buildings as proposed, then the buildings may be built as proposed. It is not the intent of this condition to require that the Developer create a situation that results in economic loss.

**D. MANAGEMENT OF THE PUBLIC HOUSING:**

In addition to the current recommendations regarding maintenance of the grounds and the units, staff is recommending that ARHA implement its planned creation of a management office within the adjoining Samuel Madden Uptown development in early 2009. Pursuant to HUD's new asset management model, over the next few years ARHA will decentralize its Property Operations and will relocate these activities from Roth Street to multiple sites at Ladrey, Duke Street and Samuel Madden Uptown. This shift will allow ARHA to be more accessible and more responsive to property management issues raised by its own tenants as well as to concerns that may arise from neighbors of the various ARHA developments.

***New Condition # 64A***

~~Strikethrough~~ indicates revised text and underline indicates new text.

ARHA will locate a management office and community space within the existing Samuel Madden community prior to the issuance of a building permit for Phase I of the James Bland redevelopment. The office and community space shall remain until future redevelopment of the Samuel Madden property.

**D. BUILDING:**

One of the staff recommendations requires that the material of the roof for the townhomes be limited to metal or slate. The applicant is requesting that the material of the townhouses will be metal or slate, although wants some flexibility to provide other materials if

approved by Board of Architectural Review (BAR). Staff is not opposed to this proposed revision contingent on the fact that staff and the BAR.

***Amendment to Condition # 17g***

~~Strikethrough~~ indicates revised text and underline indicates new text.

17g. Pitched roofs shall be standing seam metal (painted, galvanized or terne coated) and shingles shall be slate or metal, or a comparable high quality material approved by the Board of Architectural Review.

**E. PARKING:**

One of the concerns expressed by many of the existing residents on the adjoining streets of Columbus, First and Wythe Streets is availability of on-street parking for the existing older units many of which are constructed without off-street parking. As discussed in the staff report, staff believes the proposed parking will be sufficient to accommodate the proposal. However, in discussions with the applicant it was agreed that through the tenant selection process ARHA could potentially identify and place households within units on these streets that do not own cars. For example many of the existing residents at James Bland do not own cars.

***Revised Condition #23h***

~~Strikethrough~~ indicates revised text and underline indicates new text.

23 h. In the selection of tenants for the ARHA units on First, Columbus and Wythe Streets, ARHA shall, to the greatest extent possible, provide preference to households with limited automobile ownership.



## **Attachment # 7**

### **Open Space Maintenance**

Based on the City's standard maintenance polices for City parks it is projected that the maintenance for this type of park will be \$30,000 per acre/year, which equates to \$9,000/year for maintenance and operation of the 13,000 square foot park.

Maintenance and operational standards in this cost estimate include:

Irrigation

Weekly mowing and trimming

Edging as needed

Seasonal landscape plantings (seasonal color)

Mulching

Turf management (including soil nutriments, weeding, seeding/sod, fertilizing)

General hardscape maintenance as needed

Pedestrian level lighting repairs/replacement as needed

Repairs and maintenance related to "normal wear and tear"

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10-18-08



**Pat Rizzuto**  
<pat.phibbs@gmail.com>

10/17/2008 12:32 PM

Please respond to  
Pat Rizzuto  
<pat.phibbs@gmail.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,  
councilmangaines@aol.com, council@krupicka.com,  
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: James Bland

**Time:** [Fri Oct 17, 2008 12:32:21] **IP Address:** [149.79.35.227]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Pat  
**Last Name:** Rizzuto  
**Street Address:** 1236 Michigan Court  
**City:** Alexandria,  
**State:** VA  
**Zip:** 22314  
**Phone:** (703) 549-6849  
**Email Address:** pat.phibbs@gmail.com  
**Subject:** James Bland  
**Comments:** Attached please find my comments for tomorrow's hearing, which I cannot attend.  
**Attachment:** 56fc1115c4f28de7e86481c6eb224932.doc



56fc1115c4f28de7e86481c6eb224932.doc



sdmateer@aol.com  
10/17/2008 01:34 PM

To Jackie.henderson@alexandriava.gov, Alexvamayor@aol.com  
cc  
bcc  
Subject Oops. Fwd: jackie.henderson@alexandriava.gov

Sorry about that.... :-)

-----Original Message-----

From: sdmateer@aol.com  
To: Alexvamayor@aol.com  
Sent: Fri, 17 Oct 2008 1:32 pm  
Subject: jackie.henderson@alexandriava.gov

I am writing to support the Cecchi/IDI plan for the Hunting Terrace/Hunting Towers plan. I have written numerous letters over the years about this subject, and would like to echo my previous letters in support of the plan, which would retain Hunting Towers as affordable workforce housing.

Thank you!

Shelly Mateer

Hunting Towers resident since 2000

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McCain or Obama? Stay updated on coverage of the Presidential race while you browse - [Download Now!](#)

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10-18-08



**Barbara Goldberg**  
<swarow2000@yahoo.com>

10/06/2008 10:41 PM

Please respond to  
Barbara Goldberg  
<swarow2000@yahoo.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,  
councilmangaines@aol.com, council@krupicka.com,  
delpepper@aol.com, paulcsmedberg@aol.com,  
cc  
bcc  
Subject COA Contact Us: James Bland Redevelopment-First St Concerns

**Time: [Mon Oct 06, 2008 22:41:12] IP Address: [70.108.198.127]**

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Barbara  
**Last Name:** Goldberg  
**Street Address:** 911 First Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314-1332  
**Phone:** 703-548-1086  
**Email Address:** swarow2000@yahoo.com  
**Subject:** James Bland Redevelopment-First St Concerns  
**Comments:** Please see attached.  
**Attachment:** 880eda7f41820e6e11a1eb5684625bb2.doc



880eda7f41820e6e11a1eb5684625bb2.doc

Meeting with Council Members Justin Wilson and Rob Krupicka  
10/2/2008  
Summary of Concerns of First Street Residents

**Requests:** No more than two AHRA units and no multifamily units on First Street. No parking reduction variance and no waiver for frontage footage required by current zoning regulations for homes built on First Street.

**Rationale:** Purpose and intent of the Alexandria zoning ordinance states in part:

1. Promote the health, safety and welfare of the residents of the City of Alexandria
2. Guide and regulate the orderly growth, development and redevelopment of the City of Alexandria as beneficial to the interest and welfare of the people
3. Protect the established character of existing residential neighborhoods
4. Reduce or prevent congestion in the public streets
5. Protect against overcrowding of land and undue density of population

The following plan proposals directly contradict city ordinances, and authorizing the requested variances is counter-indicated:

Current site Floor Area Ratio is .75 and the current area building heights are predominantly two story. The proposed FAR is more than double and height is double in some areas.

The development on 900 N Washington is double the current FAR as are the two N. Henry Street (in progress/planned) developments. These three projects alone will increase the density in the area which includes James Bland by over 550 additional units (56 + 168 + 344). Add these to the James Bland proposal and density will be more than triple the current number of units. The population will increase by a conservative estimate of 1200 to 1500 people. Numbers of vehicles will increase by a conservative estimate of 600 – 900. With less than two parking spaces per unit, on-street parking will become impossible, especially for First Street residents.

Number of units	194 (current) (all ARHA)	379 (projected) (134-ARHA & 245-MR)	Units per Acre
FAR	0.49	1.63	45 (more than double current)
Height	2 Stories	2 ½-4 stories 25-48 feet	
Size of project	8.49 acres (369,952 sf)	8.49 acres (369,952 sf)	
900 N. Washington Number of units		56	54.8
500 Henry St		168	
800 N. Henry		344	

Suggestion: Decrease AHRA and increase MR units for total project and create additional off-street parking. EYA states that current market conditions dictate between 1.8 and 2.5 MR units

are needed to bridge funding gap. Discuss with 800 N Henry project about honoring Section 8 vouchers to provide for lost AHRA units.

### **Impact on First Street Residents:**

Equity: Ratio of AHRA to Market Rate units for the entire project is 1:2. AHRA to MR ratio for N. Alfred Street is less than 1:2. Conversely, the First street ratio for AHRA to MR units is more than 2:1 (If the high rise is included, the inequitable ratio increases.). Additionally, disproportionate numbers of multifamily MR units are planned for First Street. Density on First Street will increase disproportionately compared to the rest of the site plan. Also, one-third of the townhouse surface units are planned for the corner of First and Columbus Street further increasing the disparity of equitable distribution for all facets of the project (including availability of on-street parking). First Street spans the entire length of the project, so the design model is deceiving in the appearance that units will be distributed equally.

*Aesthetics:* It appears the walking street design for N. Alfred Street is being created at the expense of the citizens currently living on First Street. N. Alfred Street will have deeper front yards than required, yet a request has been made for lots without frontage for projected First Street units, further congesting the look and feel of the street.

Parking: Even without a variance authorizing a parking reduction, parking for First Street residents without garages or other off-street parking will be next to impossible.

N. Columbus and the other perimeter streets that are currently occupied by private residences are adjacent to vacant land, parking lots and non-residential structures. This reality decreases the population density and increases the availability of on-street parking for residents on those streets. First Street fronts only to residential structures which will not only disproportionately increase population density, it will also markedly decrease the availability of on-street parking for all First Street residents.

Density/Congestion: The design for First Street is certainly not in keeping with the purpose and intent of the Alexandria zoning ordinance. With 3 to 4-story buildings with no frontage planned for First Street and a major Fire Station behind First Street, the placement of multifamily MR units further unfavorably skews the population distribution, congestion and lack of parking availability for First Street residents.

As a gateway for emergency vehicles and fire engines, safety concerns will be further problematic. The design congestion planned for First Street will increase unsafe conditions and intensifies safety concerns for children and other pedestrians, especially given that there are no road structures or signs to slow traffic. The current design configuration is an accident waiting to happen.

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10-18-08



Madeline Shaw/Alex  
10/10/2008 02:16 PM

To William Euille/Alex@Alex, City Clerk City Council Staff  
cc Lance Mallamo/Alex@ALEX, cdablard@yahoo.com,  
klblakesley@yahoo.com, rfeldkamp@aol.com,  
mheiden@aol.com, d.manning71@verizon.net,  
bcc  
Subject JAMES BLAND PROJECT

Dear Mayor Euille and Members of City Council:

On behalf of the Alexandria Historical Restoration and Preservation Commission, we urge you to take whatever action that is available to you to ensure that greater open space is included in the James Bland Project if it is approved. At present there are several large open spaces in each of the five blocks of housing that will be replaced. The present plan shows very little open public space in any of those five blocks.

The Alexandria Historical Restoration and Preservation Commission, with representatives from both the City and Commonwealth governments, has long been active in securing open space easements in the historic districts and ensuring that park land remains sacrosanct. Green space is essential to maintenance of the historic character of our city, and it should be an established principle for any proposed development.

Sincerely yours,

Charles D. Ablard  
for the Commission

Madeline Shaw, secretary  
Office of Historic Alexandria / Admin.  
220 North Washington Street  
Alexandria, VA 22314--2521  
Phone: 703-838-4554  
Fax: 703-838-6451

10  
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10-18-08



"Frizzell, Joanna C."  
<jfrizzell@mcguirewoods.com>  
10/03/2008 02:10 PM

To "Stewart Dunn" <hsdunn@ipbtax.com>, "Donna Fossum" <donna.fossum@verizon.net>, "Eric Wagner" <erwagner@comcast.net>, "Jesse Jennings" <Faroll.Hamer@alexandriava.gov>, <Jeffrey.Farner@alexandriava.gov>, <Dirk.Geratz@alexandriava.gov>,  
bcc  
Subject Letter regarding Planning Commission Docket Item #7: James Bland Redevelopment

Attached please find a letter outlining the applicant's requested changes to the staff's recommended conditions for the James Bland Redevelopment project which will be considered by the Planning Commission on the October 7, 2008 docket, item #7.

Thank you very much for your consideration of this matter!

Joanna C. Frizzell  
McGUIREWOODS  
McGuireWoods LLP  
1750 Tysons Boulevard  
Suite 1800  
McLean, VA 22102-4215  
703.712.5349 (Direct Line)  
703.712.5217 (Direct FAX)  
jfrizzell@mcguirewoods.com

*This e-mail may contain confidential or privileged information. If you are not the intended recipient, please advise by return e-mail and delete immediately without reading or forwarding to others.*



signature.gif



PC Letter re James Bland Project.pdf





## Alexandria Redevelopment and Housing Authority

### Commissioners

A. Melvin Miller, Chairperson  
Carlyle C. Ring, Jr., Vice Chairperson  
Ruby J. Tucker

Carter D. Flemming  
Fletcher S. Johnston  
Leslie B. Hagan

Kerry-Ann T. Powell  
Peter H. Lawson  
Dianiacia Brooks

600 North Fairfax Street  
Alexandria, Virginia 22314

Roy Priest, Acting Chief Executive Officer  
(703) 549-7115  
FAX: (703) 549-8709  
TDD: (703) 836-6425

October 3, 2008

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

**RE: James Bland Redevelopment, October 7, 2008 Docket Item #7**

Dear Chairman Wagner and Members of the Commission:

As the applicants for the above referenced docket item, we respectfully request your consideration of changes to the staff's recommended conditions to the James Bland Redevelopment project that are necessary in order for this to be a viable project. We have made great strides in working with the staff in coming to an agreement on the majority of their recommended conditions and we appreciate the staff's hard work and dedication to this project.

The economic viability of this project depends principally on two sources of financing: the land value of the market rate units which in turn is dependent upon their marketability and tax credit financing. The tax credit financing for the Glebe Park must be accepted as of November 7, 2008 but cannot be implemented by the applicants without the certainty of an unqualified approval of the SUP and rezoning of the Bland project. Consequently, any added uncertainty and/or added costs jeopardize the economic viability of this otherwise very beneficial improvement for ARHA tenants and a very substantial tax base increase to the City. Thus, the matters discussed more fully below are critical for this project to move forward.

**Condition #9: Larger Open Space at the Corner of Montgomery Street and N. Alfred Street**

While we appreciate that adding open space to this project will be beneficial for the larger community, the costs associated with the requirements outlined in the conditions are beyond the resources and means of ARHA.

The subsidy provided by HUD for the operation of public housing does not permit any expenditures for HOA assessments. The non-HUD funds available to ARHA are very limited. It will be a significant struggle for ARHA to meet the assessments of the HOA for ordinary landscaping and maintenance.

When ARHA agreed to dedicate the property to the City, ARHA understood that the agreement would be to convey the park to the City and the City would construct its facilities and maintain them. Condition 9 is inconsistent with the original proposal. ARHA was willing to accept

the original proposal but cannot financially underwrite the new proposal which was introduced without consultation with ARHA.

The uncertainty in the amount of open space funds that will be used for the expanded park and the uncertainty in the design of the park leaves ambiguity in our budget that is too risky for a public entity like ARHA to enter into. Further, with the expansion of the park, we have agreed to dedicate the remainder of the property to the city as a public park that will be available to anyone in the public. However, the conditions require us to pay through HOA assessments for the maintenance costs of maintaining what will now be a public park open to more than just our residents.

We therefore request that the condition be revised to reflect ARHA's understanding of the agreement by requiring that the construction and maintenance of the park be the City's responsibility.

#### **Condition #17: Building Design**

We request the following changes to the Building Design conditions in order to make the conditions more consistent with the Parker Gray BAR conceptual approval and to provide assurance that the project as a whole is economically viable and that the full replacement of public housing units is achieved. Because of the constraints on the financing for this project, neither EYA nor ARHA will be able to proceed with the redevelopment of Glebe Park in November if the development approvals for all aspects of the James Bland project, including the multifamily buildings, are not binding or if the approved DSUP plan could be subject to further consideration by the Planning Commission or Council.

We request that you remove the general conditions listed in 17 a-j as these are matters that are within the purview of the Parker Gray BAR and will be discussed and decided during the final Certificate of Appropriateness approval. We further request that you amend the remaining portions of condition 17 as follows:

##### *Multifamily Buildings*

- o. Continue to work with Staff to enhance elevations of the multi-family buildings.
- ~~p. Footprint, north multifamily building: in its siting, this building shall be redesigned to respond to the curvature of North Patrick Street and the geometry of First Street; this can be accomplished either through curving of the building, or by breaking its expression into subunits, each of which has a consistent relationship to the geometry of the curved street.~~
- q. Architectural expression, multifamily buildings: To the extent consistent with the recommendations of the BAR and the approval of the Certificate of Appropriateness, the three proposed multifamily buildings shall be redesigned to the satisfaction of the Director, P&Z, such that each building expresses a clear and identifiable architectural style; further, the two south buildings shall be redesigned not to appear as twin buildings, and the north multifamily building shall be redesigned to express a smaller scale through subdivision of its mass into three visually distinct units.
- ~~r. Lobby entries at multifamily buildings: building lobbies shall be provided, and designed to create a prominent and welcoming presence on both North~~

- ~~Patrick Street and the new private street (through lobbies), for all three buildings.~~
- s. The design of the multi family buildings shall be subject to the requirements herein to the satisfaction of the Director of P&Z and the issues shall be addressed prior to public hearing before the Parker-Gray BAR. ~~In addition within 6 months, Staff shall provide an update to the Planning Commission and City Council regarding the status of the design of the multi-family buildings.~~ (P&Z)

**Condition #62: Mix of Units in the multifamily buildings**

We request that condition #62 be deleted. While the applicants are willing to research the feasibility of revisions to the layout of the multifamily buildings during the final site plan, ARHA cannot proceed without assurance that the present concept is approved before demolition of any Bland units. The current design is consistent with many of the recent scattered sites including those for the Whiting and Reynolds communities completed in 2006. The current proposal provides units for ARHA that have separate doors that open to the street. Any mixture of units would cause ARHA to share in corridor, lobby and elevator expense and maintenance costs in the HOA assessment which, as ARHA explained above, is not feasible. In addition, because of the constraints on the financing for this project, EYA can not go forward with the Glebe Park project in November if the potential exists that the multifamily building may be reprogrammed at some future date or that permits and approvals cannot be obtained to build the building as approved.

**Administrative Changes:**

The following change is to clarify that the intent of this condition is not to change ARHA's tax exempt status. We believe that this is an administrative change and are hopeful that the staff is in agreement with this change:

**Condition #38: Special Taxing District**

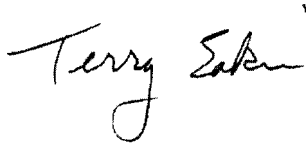
If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance capital projects or transit operating programs and services, which would serve all owners of property within the development, the market rate units shall be required to participate in the district. (P&Z)

Lastly, please note that while discussions are on going with staff in regard to the replacement of the 16 units that were not replaced on Glebe Park, a final agreement has not yet been reached. As you know, Resolution 830 provides that no public housing may be demolished unless there are replacement housing units available. When changes were made to the Glebe Park plan to include 18 market rate units, there resulted a 16 unit shortfall in replacement units. Initially the City staff offered to identify and secure land for the 16 units and funds for their construction by this time. That has not occurred and ARHA made a concession to accept a binding agreement on or before October 1, 2008 to acquire and fund the construction of 16 units in a timely manner. We appreciate that it is difficult to locate available land for the construction of the replacement units; however, ARHA has made it very clear that they cannot move forward with this project without a binding agreement, at a minimum to meet the obligations of Resolution 830.

October 3, 2008  
Page 4

Thank you for your consideration and we look forward to continued discussion of these matters.

Sincerely,



EYA Development, Inc.



Alexandria Redevelopment & Housing Authority

cc: Mayor and Members of the City Council  
Jim Hartmann, City Manager  
Faroll Hamer, Director, Planning and Zoning

10  
10-18-08

**Braddock Lofts Statement on Braddock East Plan: Suggested Wording Changes  
and P&Z Staff's revisions**

**1. The Plan states on page 48:**

"Consequently, it may be necessary to replace of [sic] some of the existing public housing units in Braddock East at other locations in the City. Based on the experience of the similar redevelopments in Alexandria referred to above, this may be somewhere in the region of one-third to one-half. In order to responsibly plan for this possibility, the City and ARHA should work together to identify and secure replacement sites to anticipate this potential requirement for replacement housing units."

**Original suggestion:**

Consequently, it will be necessary to replace some of the existing public housing units in Braddock East at other locations in the City. Based on the experience of the similar redevelopments in Alexandria referred to above, this may be somewhere in the region of one-third to one-half. There are currently 90 units in Andrew Adkins, 66 units at Samuel Madden, and 15 units at the Ramsey Homes; a total of 171 units in the Braddock East area, not including Bland. One-third to one-half represents 57 to 85 units that may need to be replaced offsite. In order to responsibly plan for this, the City should work with ARHA towards the goal of securing 85 replacement sites in anticipation of this need for replacement housing.

**Revised Suggestion by Staff:**

**Consequently, it will be necessary to replace some of the existing public housing units in Braddock East at other locations in the City. Based on the experience of the similar redevelopments in Alexandria referred to above, this may be somewhere in the region of one-third to one-half. There are currently 90 units in Andrew Adkins, 66 units at Samuel Madden, and 15 units at the Ramsey Homes; a total of 171 units in the Braddock East area, not including James Bland. One-third to one-half represents 57 to 85 units that may need to be replaced offsite. In order to responsibly plan for this potential need, the City and ARHA should work together to identify and secure replacement sites to anticipate this potential requirement for replacement housing units.**

**2. The Plan states on page 49:**

"In order to support the objective of securing opportunities for replacement public housing, this Plan recommends that 50% of the available Affordable Housing Trust Funds generated from future development in the Braddock area be reserved for off-site replacement of public housing from the Braddock East area until any replacement housing needs are met."

**Original Suggestion:**

In order to support the objective of securing opportunities for replacement public housing, this Plan recommends that at least 50% of the available Affordable Housing Trust Funds generated from future development in the Braddock area be reserved for off-site replacement of public housing from the Braddock East area. These funds can only be used to fund

replacement sites for units currently in the Braddock East neighborhood and cannot be used for any other purpose until after all of the necessary replacement sites are identified and paid for. If the goal of 85 units is achieved, as described earlier, this required use of Trust Fund monies can be re-considered by the City Council.

***Revised Suggestion by Staff:***

**In order to support the objective of securing opportunities for replacement public housing, this Plan recommends that at least 50% of the available Affordable Housing Trust Funds generated from future development in the Braddock area be reserved for off-site replacement of public housing from the Braddock East area. These funds can only be used to fund replacement sites for units currently in the Braddock East neighborhood and cannot be used for any other purpose until after all of the necessary replacement sites are identified and paid for.**

**3. The Plan states on page 59 Recommendation 15:**

“Fifty percent (50%) of the Affordable Housing Trust Funds generated from future development in the Braddock Metro area, including the Madison, Payne Street and Jaguar, should be reserved for replacement housing needs in the event it becomes necessary to secure replacement public housing to support redevelopment of the Braddock East sites.

**Original Suggestion:**

Fifty percent (50%) of the Affordable Housing Trust Funds generated from future development in the Braddock Metro area, including the Madison, Payne Street and Jaguar, should be solely reserved for replacement housing for public housing units currently in the Braddock East neighborhood that will likely need to be relocated offsite.

***Revised Suggestion by Staff (this takes into account Planning Commission's recommendation to use the wording on page 49 in Recommendation 15, as it is stronger):***

**At least 50% of the available Affordable Housing Trust Funds generated from future development in the Braddock Metro area, including the Madison, Payne Street and Jaguar, should be reserved for off-site replacement of public housing from the Braddock East area. These funds can only be used to fund replacement sites for units currently in the Braddock East neighborhood and cannot be used for any other purpose until after all of the necessary replacement sites are identified and paid for.**

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10-18-08

**James Bland**  
**DSUP# 2008-0013**  
**Docket Item # 10**

New Condition 23.i prohibits residents of the market rate units from receiving on-street parking permits.

23.i. If the permit parking district regulations are imposed on streets adjoining the subject property, residents of the market rate units shall not be eligible for resident district parking permits but shall be eligible for visitor, guests, trade, and health care permits. This condition shall become inoperative in the event City Council adopts a parking policy for the subject area which specifically supersedes this condition.

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10-18-08

October 17, 2008

Mayor William D. Euille and the entire City Council  
301 King St., Room 2300  
Alexandria, VA 22314  
Via facsimile: 703.838.6433

Reference: Oct. 18 docket Master Plan Amendment #2008-0004 (A),  
REZONING #2008-0001 (B)

Dear City Council:

My name is Pat Rizzuto, and I live in Northeast Alexandria. I would like to support the conclusion that will be voiced by the Northeast Citizens Association (NCEA).

I urge you to listen to the carefully crafted suggestions to improve the proposed redevelopment of James Bland. Unlike some organizations, NCEA is supporting the proposal, but has worked diligently to develop subtle improvements to it.

I personally want to underscore the need for the city to commit to including workforce housing in this development. Mayor Euille I heard you at the VOICE rally in Dumfries say you would boost the city's workforce housing. This is a chance to do that.

I also urge the city to insist that the large multifamily units along route one and the proposed alley houses be designed to fit architecturally with our community, which the most recent design we saw absolutely did not do. I am willing to put up with density I would prefer not to have in order to support the need for public and workforce housing, but please do not force my neighborhood to live with an ugly, huge building. City staff has good ideas for improving the design, please insist that the developer do so.

Finally, the city should ensure there are sufficient social and other services to help address conflicts that can naturally arise when people of such different economic means live together.

With your help, this project can be a fine addition to Alexandria that also protects the city's poorest members. Let's work together to make this work.

Thank you for listening to my views,



Pat Rizzuto



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10-18-08



**Barbara Goldberg Goldberg**  
<swarow2000@yahoo.com>

10/16/2008 10:52 PM

Please respond to  
Barbara Goldberg Goldberg  
<swarow2000@yahoo.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,  
councilmangaines@aol.com, council@krupicka.com,  
delpepper@aol.com, paulcsmedberg@aol.com,  
cc  
bcc  
Subject COA Contact Us: James Bland Redevelopment



**Time:** [Thu Oct 16, 2008 22:52:02] **IP Address:** [70.108.220.249]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Barbara Goldberg  
**Last Name:** Goldberg  
**Street Address:** 911 First Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314-1332  
**Phone:** 703-548-1086  
**Email Address:** swarow2000@yahoo.com  
**Subject:** James Bland Redevelopment  
Please see attached letter signed by multiple citizens living on First  
Street suggesting improvements in support of the James Bland Redevelopment  
**Comments:**  
efforts. I suspect the basic design is in concrete; however, would like  
to know how to be value-added as we move forward.  
**Attachment:** 7725a7637a58ff8edaf4b135411f9e33.doc



7725a7637a58ff8edaf4b135411f9e33.doc

October 16, 2008

From: Residents of First Street

To: Mayor and City Council Members

Re: James Bland Redevelopment

**Concerns:**

- First Street residents support the redevelopment of James Bland Public Housing; however, based on the current project design, feel we are being asked to assume a disproportionate amount of the adverse impact. The current design puts an unfair burden on First Street in terms of unequal distribution of the increased population density, unequal distribution to the availability of sufficient on-street parking and increased danger to pedestrians due to the lack of a well-designed traffic management plan and increased traffic in the alleyways to and from First Street.
- The current project design provides for defacto segregation and unequal treatment of public housing residents.

**Requests:**

- Reject the parking reduction variance, as currently proposed by EYA and accepted by the Planning Commission on October 7, 2008.
- Provide for reduced density for the entire project.
- Provide off-street parking for public housing residents.
- Integrate public housing residents into the floor-by-floor design of the multi-family high rises.
- Develop a traffic management plan for First Street including a North to South, one-way, pattern from First Street to Montgomery Street.

**Rationale:** The Alexandria zoning ordinance is designed to:

- Promote the health, safety and welfare of the residents of the City of Alexandria.
- Guide and regulate the orderly growth, development and redevelopment of the City of Alexandria as beneficial to the interest and welfare of the people.
- Reduce or prevent congestion in the public streets.
- Protect against overcrowding of land and undue density of population.

The current design does none of the above and is not in keeping with the spirit or intent of Alexandria's zoning regulations. Unlike N. Columbus Street and other streets in the plan, First Street is not adjacent to parking lots, vacant land, churches or commercial property - all of which serve to decrease population density and increase availability of conveniently located on-street parking.

EYA plan documents state that an even distribution at 35% AHRA to market rate (MR) is the norm for the project. When building is complete, First Street will have more AHRA to MR units than any other street in the plan (over 50%) and incur a disproportionate scramble for on-street parking and increased density that goes with multi-bedroom triplex flats. On the other hand, the AHRA to MR ratio on N. Columbus Street will be about 6%, despite adjacent conditions that mitigate some of the adverse effects. The private streets behind N. Columbus will be about 20% AHRA, and N. Alfred Street will be less than 20% AHRA. Help me understand the equity in this? The only AHRA unit slated for N. Columbus Street is near the corner of First Street (near the same corner housing a new 56 unit residential building), and the overflow fight for on-street parking will spill over to the already sparse availability projected for First Street.

On October 7, 2008, during the 7-0 vote in favor of all EYA zoning requests, Planning Commission members ignored concerns of First Street residents pertaining to population density, parking and safety; yet, the inaccurate claim by a N. Columbus Street resident of no park within nine blocks of his home was commented on as an area of concern. A recreation center and one pocket park will be as close as or closer to N. Columbus Street homeowners than to some residents of First Street. Little wonder no one recognized building a ratio of AHRA to MR units closer to that proposed for First Street behind N. Columbus Street could have abated much of N. Columbus Street's concerns about anticipated building

heights blocking sun from their back yards and vehicle noise behind their homes. After all, AHRA units will have lower height designs and afford no off-street parking and thus no vehicle noise from residents accessing designated parking. None of these facts is surprising considering, unlike other stakeholders, First Street opinions were not solicited until after the design was established and then only because we submitted a letter with multiple signatures to the Major and City Council. Apparently, in the early planning stages, more deference was given to the concerns of N. Columbus Street homeowners than to First Street citizens who will have a full view of the development from their front porches, not their backyards.

Redevelopment of James Bland Public Housing is moving forward without optimizing for success. The current design threatens continued tax credit funding because the public housing unit dispersal and density per square foot that will remain will continue to rank this project near the bottom when compared to other jurisdictions vying for like funding. The 7-0 vote by the Planning Commission in favor of all zoning variances and rezoning requests made by EYA amounted to nothing more than cash for zoning so this hastily conceived project could move ahead and continue to bail out AHRA missteps.

Despite the genuine effort of EYA architects, this project, as currently designed, amounts to rape of the city by EYA and those who would put their seal of approval on a project that continues Alexandria's long history of racism (going back to the sale of slaves in Market Square). The present design of this project does nothing to further the preferred policy approach to remove social and economic pockets of poverty by decentralizing public housing and scattering low-income housing throughout the middle class communities. If anything, the multi-family units provide for defacto segregation and the entire design affords disparate treatment to AHRA citizens.

In the multi-family high rises, below ground parking will provide only enough spaces for the 86 MR units. On-street parking, if available, will not be convenient to the 62 AHRA homes. By EYA's own estimate of available on-street, on-site parking, the entire project will be more than 40 spaces short of providing parking for the projected number of vehicles of public housing residents. If only 10% of families have visitors, the deficit of on-street parking spots will increase to no less than 80 beyond what is currently provided for. Additionally, segregating AHRA residents by floor and separate entrances in the multi-family high rises is not the way to pave communication that may lead to improved opportunities.

We believe the city of Alexandria wants to provide an opportunity for something better for her AHRA citizens, over half of whom work; yet, the words of city leaders are not congruent with their actions. No parking and segregated housing is hardly a recipe for success. It exudes nothing less than a sharecropper mentality.

To quote Rabbi Robert Saks, "All of us – all humankind – noble and worthy, are all children of G-d. There is no second class, no under class, no lower class in G-d's family. We must see ourselves as people of worth. We must treat others with respect and show them honor."

The configuration of the James Bland redevelopment project, as it stands, sends the message to AHRA citizens that they are second-class and do not deserve the same dignity and respect as other Alexandria residents.

The decisions made about the largest redevelopment of Public Housing in Alexandria's history will last into our children's lifetimes. It will be the legacy each of you leaves our fine city. Are the inherent shortcomings in the current design something we will be proud to have as part of our legacy? At best, we have a well-intentioned fix gone astray. At worst, we have a plan that could possibly cost the city even more money if challenged as a vehicle insidiously promoting systemic arbitrary discrimination.

Although the project design disproportionately affects First Street residents (closer in demographics and socio-economics to the face of AHRA citizens than some other neighboring blocks), if only three things can be addressed, please reconfigure the current multi-family design (mix AHRA and MR units on all floors), and provide for some ratio of off-street parking for AHRA residents (including near site, above ground). In addition, consider one-way traffic flow from First Street through the alleys (North to South, entering from First Street and exiting onto Montgomery Street). This will decrease vehicles exiting on

First Street, increase safety for children and other pedestrians on a densely populated street, and decrease the likelihood of a collision as emergency vehicles, racing from the Fire Station behind our homes, enter First Street enroute to calls. In the longer term, acquire adjacent land along North Columbus Street or other adjoining blocks to create additional open space.

Take a step back. Embrace ideas regarding empowerment and upward mobility for public housing residents and disperse the density over at least four other areas in the city that currently have no public housing. This will alleviate many of the neighborhood's concerns including the need for more open space. Stepping back now may also be less costly over the long-term. Slow down, use vouchers and other vehicles in the near term to deal with the shortage of public housing resulting from previous shortsighted decisions. Optimize the use of tax credits, Hope VI and other government funding and think beyond bricks and motor to create a legacy that inspires and will be emulated by other cities around our great Nation.

First Street residents support the redevelopment of James Bland Public Housing and submit this letter hoping it will stop the train long enough for the conductors to step back and reroute to a track that optimizes success and broadcasts Alexandria as a beacon of progress instead of a shadow from the past.

Sincerely,

Barbara D. D'Henry 911 FIRST STREET  
Edith V. D'Henry 915 First St.  
Lelia Nelson 1021 1st St  
Elizabeth Brown - 918 First St  
Shirley Duff 916 First St  
Mary Alexander 916 First St.  
Gerard Robinson 904 First St.  
April Fry 904 First St  
Jane A. Magos 909 FIRST STREET  
Vooly Garcia 707 - first St.  
Ashia DeFonse 1015 FIRST ST.  
Barbara A. Pyre 1015 FIRST ST.  
MARCIA CEATHA 1013 FIRST ST  
LYSANDRA BRADY 911 FIRST ST  
Leanne Snipes 911 First Street.  
James E. Snipes 901 FIRST ST

October 16, 2008

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10-18-08

From: Residents of First Street

To: Mayor and City Council Members

Re: James Bland Redevelopment

**Concerns:**

- First Street residents support the redevelopment of James Bland Public Housing; however, based on the current project design, feel we are being asked to assume a disproportionate amount of the adverse impact. The current design puts an unfair burden on First Street in terms of unequal distribution of the increased population density, unequal distribution to the availability of sufficient on-street parking and increased danger to pedestrians due to the lack of a well-designed traffic management plan and increased traffic in the alleyways to and from First Street.
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**Requests:**

- Reject the parking reduction variance, as currently proposed by EYA and accepted by the Planning Commission on October 7, 2008.
- Provide for reduced density for the entire project.
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**Rationale:** The Alexandria zoning ordinance is designed to:

- Promote the health, safety and welfare of the residents of the City of Alexandria.
- Guide and regulate the orderly growth, development and redevelopment of the City of Alexandria as beneficial to the interest and welfare of the people.
- Reduce or prevent congestion in the public streets.
- Protect against overcrowding of land and undue density of population.

The current design does none of the above and is not in keeping with the spirit or intent of Alexandria's zoning regulations. Unlike N. Columbus Street and other streets in the plan, First Street is not adjacent to parking lots, vacant land, churches or commercial property - all of which serve to decrease population density and increase availability of conveniently located on-street parking.

EYA plan documents state that an even distribution at 35% AHRA to market rate (MR) is the norm for the project. When building is complete, First Street will have more AHRA to MR units than any other street in the plan (over 50%) and incur a disproportionate scramble for on-street parking and increased density that goes with multi-bedroom triplex flats. On the other hand, the AHRA to MR ratio on N. Columbus Street will be about 6%, despite adjacent conditions that mitigate some of the adverse effects. The private streets behind N. Columbus will be about 20% AHRA, and N. Alfred Street will be less than 20% AHRA. Help me understand the equity in this? The only AHRA unit slated for N. Columbus Street is near the corner of First Street (near the same corner housing a new 56 unit residential building), and the overflow fight for on-street parking will spill over to the already sparse availability projected for First Street.

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First Street, increase safety for children and other pedestrians on a densely populated street, and decrease the likelihood of a collision as emergency vehicles, racing from the Fire Station behind our homes, enter First Street enroute to calls. In the longer term, acquire adjacent land along North Columbus Street or other adjoining blocks to create additional open space.

Take a step back. Embrace ideas regarding empowerment and upward mobility for public housing residents and disperse the density over at least four other areas in the city that currently have no public housing. This will alleviate many of the neighborhood's concerns including the need for more open space. Stepping back now may also be less costly over the long-term. Slow down, use vouchers and other vehicles in the near term to deal with the shortage of public housing resulting from previous shortsighted decisions. Optimize the use of tax credits, Hope VI and other government funding and think beyond bricks and mortar <sup>after</sup> to create a legacy that inspires and will be emulated by other cities around our great Nation.

First Street residents support the redevelopment of James Bland Public Housing and submit this letter hoping it will stop the train long enough for the conductors to step back and reroute to a track that optimizes success and broadcasts Alexandria as a beacon of progress instead of a shadow from the past.

Sincerely,

Barbara Delaney 911 FIRST STREET  
Cathy V. Shear 915 First St.  
Lelia Nelson 1121 1st ST  
Elizabeth Brown - 918 First St  
Shirley Truff 916 First St  
Mary Alexander 910 First St.  
Gerard Robins 904 First St.  
April Fry 904 First St  
Jane G. Magos 909 FIRST Street  
Noaly Garcia 707 - First St.  
Joshua McPye 1015 First St.  
Barbara A. Pyre 1015 First St.  
MARCIA CATHIN 1013 FIRST ST  
LYSANDRA BRADY 911 FIRST ST  
Jeanee Snipes 911 First Street.  
James E. Lukner 901 FIRST ST

10  
10-18-08



Gillian Chen  
<gacomm@aol.com>

09/04/2008 11:37 AM

Please respond to  
Gillian Chen  
<gacomm@aol.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,  
councilmangaines@aol.com, council@krupicka.com,  
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: Bland Redevelopment Project

**Time: [Thu Sep 04, 2008 11:37:14] IP Address: [68.50.196.56]**

**Issue Type:** Mayor, Vice Mayor, and Council Members

**First Name:** Gillian

**Last Name:** Chen

**Street Address:** 722 N Columbus Street

**City:** Alexandria

**State:** VA

**Zip:** 22314

**Phone:** 703 535 8809

**Email Address:** gacomm@aol.com

**Subject:** Bland Redevelopment Project

I have attached some comments on the plan for the James Bland Redevelopment which, I think, are self-explanatory.

I held this back on sending this

letter in case there were any changes at last night's East Braddock

committee meeting as the project was to be discussed during the meeting.

EYA and Planning & Zoning are very aware of people living nearby with

**Comments:** respect to this project but they are only minimally responsive, such as trying to find more parkland. EYA has finally produced a model which was shown at the meeting. The model made it very obvious that the proposed buildings are significantly higher than others in the area.

File was not uploaded. Only upload these file types: jpg, gif, png, bmp,

**Attachment:** doc, pdf, txt, rtf.

10  
10-18-08



Elizabeth Neblett  
<lizneblett@verizon.net>

09/27/2008 06:48 PM

Please respond to  
Elizabeth Neblett  
<lizneblett@verizon.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,  
councilmangaines@aol.com, council@krupicka.com,  
delpepper@aol.com, paulcsmedberg@aol.com,  
cc  
bcc  
Subject COA Contact Us: Bland redevelopment



Time: [Sat Sep 27, 2008 18:48:22] IP Address: [138.88.103.158]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Elizabeth  
**Last Name:** Neblett  
**Street Address:** 726 N. Columbus Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-548-4022  
**Email Address:** lizneblett@verizon.net  
**Subject:** Bland redevelopment  
**Comments:** Thank you for reading the attached letter.  
**Attachment:** b384beab6ac1e121557897dbde61557f.doc



b384beab6ac1e121557897dbde61557f.doc



September 27, 2008

SUBJECT: Bland Redevelopment Project

Dear Mayor, Vice Mayor and Council,

As a 15-year resident of the 700 block of North Columbus Street, I have concerns about three areas of the proposed Bland redevelopment project that will drastically affect current residents:

1. Height
2. Making the alley a street
3. Green space/play area

Taken one at a time:

1. Height: The current homes in the area are 2-story. The proposed new homes in Bland will be 4-story – including on the alley -- which will soon be a street. Those of us on the Columbus side of the alley will, according to the pictures we have been shown at many, many meetings, get to sit in our backyards and stare at what looks like a large 4-story warehouse. I am sure the larger units are the ones that will enable the developers to make money. I am not against the larger units, but I am most definitely against them staring down into my backyard—and looking like a warehouse. Over the years I have gotten rather used to the view of solid brick homes and graceful trees. I know that the interiors of these homes could not be maintained easily and cheaply, and am thrilled that my long-time neighbors will get better accommodations, but why must Columbus Street residents suffer?

a. Cheap solution: Why can't the larger houses that the developer wants to place on the alley/street be on the named streets? The developers have been rather diligent about insisting that the First, Wythe, Madison, Montgomery, and Columbus Street houses all be no more than two stories. Why? New houses built on Wythe, closer to the river, are much higher to accommodate garages. Granted, they aren't Parker Gray, but they are on the street, facing each other, and they are not staring into the backyard of their neighbors, so no one cares. The able architects could, I am sure, blend the larger units to work with the other houses on the named streets. Those of us on the alley, whose proposed view will be of monster warehouses, do care.

b. More expensive solution: Why not dig down a level to accommodate garage/living space underneath the new units. This would reduce the height of the proposed alley-side warehouse style building. It might even induce the architects to design less

warehouse-like buildings and produce more home-like buildings on the alley that fit with the existing neighborhood.

2. Replacing the alley with a street: Most of the families now living behind Columbus Street have young children who like to play ball and use the existing playground and alley to do so. Patrick and Henry are major roads. Because of changing traffic patterns and repair work, almost all of the streets in this end of town are facing heavy traffic. Add another street and people will be using it to avoid these major thoroughfares. This would greatly increase the amount of traffic to the residents of the 700 block of Columbus Street—and greatly increase the traffic and noise from traffic/sound systems/doors slamming/horns, etc. I rather do like the sound of children laughing and playing and would hate to think of it being silenced in a rush hour crash.

3. Green space/play area:

a. As mentioned above, there are currently a large number of families in the area with small children. The playground on the alley will be moved and the nearest green space/play area will involve crossing at least one street to reach a smaller play area than now exists. Many of these children are too small to do that on their own. Many of the families are dual income. Who will be available to get the children to the new play area? So, they will be playing in the new alley/street being provided, which is hardly a satisfactory solution.

b. On an extremely selfish note, because of the high density of housing and the stated intention of the developers, no effort will be made to save some lovely trees and open space. We are told that new little trees will be planted. The ones I can see from my back yard are some of the prettiest in the city. Pity they can't stay. But, I guess, if a 4-story building is placed directly behind me, that will be a moot point.

To provide better housing for our long time neighbors in James Bland, we are more than willing to put up with the noise and dust and inconvenience of new construction. We have, after all, had lots of practice with the construction of the new Recreation Center. But I hope to convince you members of the council to care about us and look carefully at the proposals for Parker Gray and what they are doing to the residents there. Please consider the height and design of the new buildings, what a street versus an alley will mean, and what the loss of elegant trees and adequate playgrounds will do to the area.

We are, I know, just a few small blocks in a small historic part of the city. But, historic Alexandria is going to be pretty much homogenized Alexandria soon without your care and consideration.

Thank you in advance for any help you can give us.

Sincerely,

Elizabeth C. Neblett

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10-18-08



**ELIZABETH NEBLETT**  
<lizneblett@verizon.net>

10/22/2008 07:41 PM

Please respond to  
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To william.euille@alexandriava.gov, timothylovain@aol.com,  
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Subject COA Contact Us: Bland



**Time: [Wed Oct 22, 2008 19:41:43] IP Address: [138.88.254.200]**

**Issue Type:** Mayor, Vice-Mayor and Council Members

**First Name:** ELIZABETH

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**Street Address:** 726 N. Columbus St.

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**Subject:** Bland

I know that the North Columbus Street residents have to bite the bullet for ARHA.

What I do not understand is why we have to bite it.

Why

can't the four-story townhomes front the named streets (Wythe, Madison, Montgomery, etc.) instead of looking into our backyards? It is an easy answer that doesn't hurt anyone -- and helps those of us who live in two-story (not 2.5 story as you have been told) townhomes that will be overwhelmed by edifices twice as large as us and the homes there now.

It would be wonderful if you could find the time to walk down our alleys (soon to be streets) to see what you are asking of your North Columbus Street residents.

**Comments:** And, since I know in advance that the four-story monsters will be built in my backyard, could you:

1. Please try to encourage EYA to design them to look like a house instead of a warehouse (in other words, not like The Lofts)

2. Make sure they are set back as far as possible to allow us some light in our yards. Ensure that the measurement for their set back is done from the longest house, not the shortest house, on North Columbus Street.

I realize you have a lot on your plate, I watched you all day when I waited to speak at your last meeting, but I would appreciate any help you can give us.