

Docket Item # 11
DEVELOPMENT SPECIAL USE PERMIT #2002-0018
POTOMAC CLUB RESIDENCES

Planning Commission Meeting
October 1, 2002

- ISSUE:** Consideration of a request for a development special use permit amendment to allow parking garage user fees.
 - APPLICANT:** Potomac Club Residences LP, c/o Paradigm Development Company by Harry P. Hart, attorney
 - LOCATION:** 1200 First Street and 950 North Fayette Street
 - ZONE:** OCH/Office Commercial High
-

PLANNING COMMISSION ACTION, OCTOBER 1, 2002: On a motion by Mr. Komoroske, seconded by Mr. Gaines, the Planning Commission voted to recommend approval of the application subject to compliance with all applicable codes and ordinances and staff conditions, and with amendments to conditions #3 and #39. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally agreed with the applicant's request to eliminate a provision that prohibited parking charges as contained in condition #3. The Commission recommended approval with revisions to conditions #3 and #39 as contained in the applicant's letter dated October 1, 2002, and new staff conditions #36, #37, #38 and #39. Condition #39 was amended by Mr. Robinson to reduce the period of time from five years to two years from the date of City Council approval in which the applicant must submit a parking study demonstrating that the effect of charging residents for parking has not caused residents to park on-street.

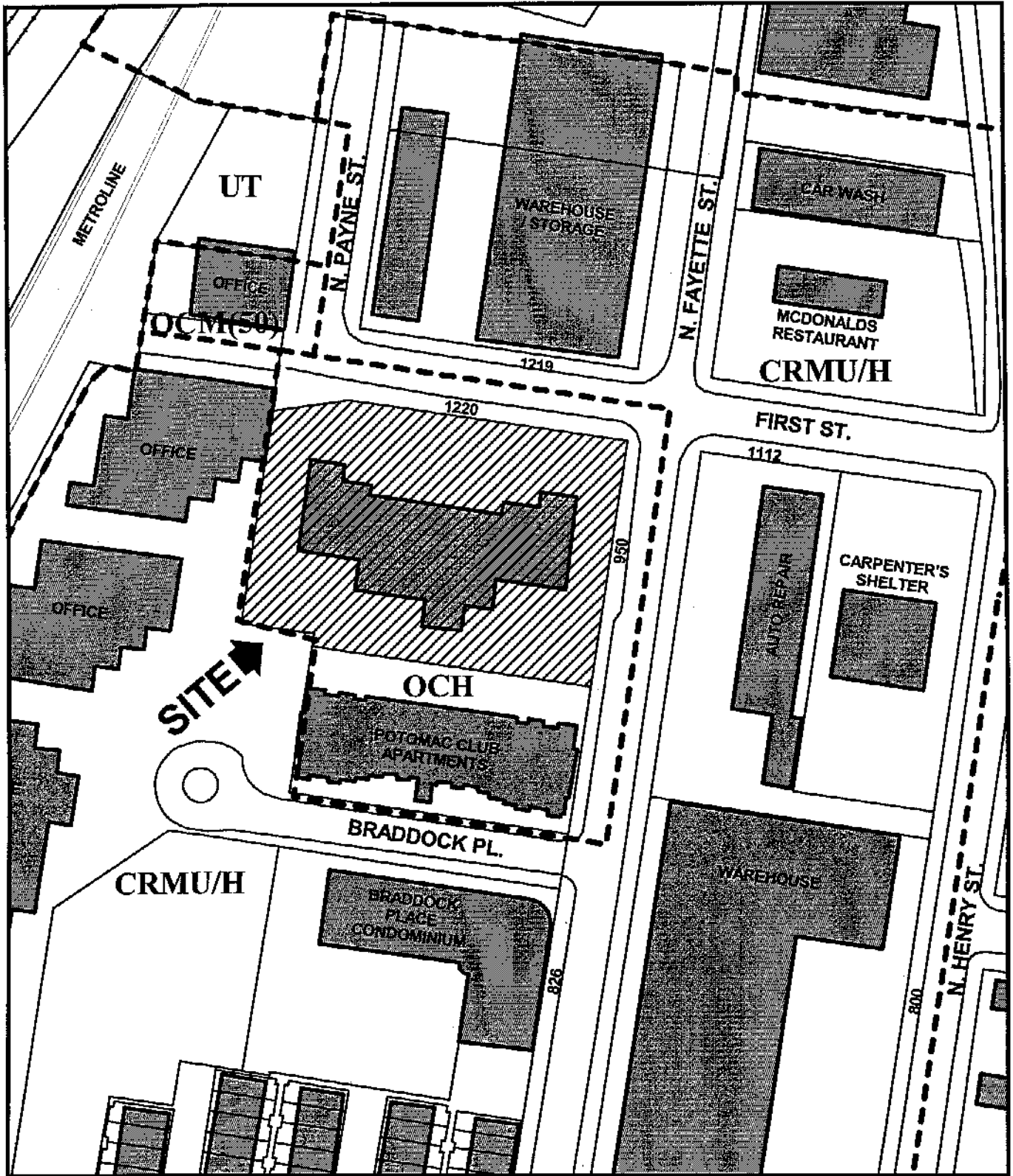
Speakers:

Harry Hart, attorney, represented the application.

Stanley Slotter, President of Paradigm Development Co., spoke on behalf of the application.

Clark Ewart, Vice President of Paradigm Development Co., spoke on behalf of the application.

Edward Papazian, traffic consultant, spoke on behalf of the application.



DSUP #2002-0018

10/01/02



STAFF RECOMMENDATION:

Staff recommends **denial** of the applicant's request to amend condition #3.

If the Planning Commission recommends approval of the request, staff recommends approval subject to all applicable codes and ordinances and the following conditions:

3. **CONDITION AMENDED BY PLANNING COMMISSION:** The garage of Potomac Club II shall be connected to Potomac Club I, with all parking spaces shared by both buildings. Parking spaces shall be unassigned, except for tandem spaces and **visitor spaces**, which shall only be assigned to households with two cars. **Any charge for parking shall apply only to new, renewed or renegotiated leases.** ~~No charge shall be imposed for parking spaces for residents, and no household shall be restricted from utilizing a second space within the garage, even if total parking demand by residents exceeds the total number of parking spaces within the garage.~~ **The applicant shall submit a parking study after two five years from the date of approval by the City Council demonstrating that charging residents for parking has not caused residents to park on-street. If at that time it is determined that residents are parking on-street because of the charge for parking, the Director of P&Z shall have the discretion to bring this condition before the Planning Commission and City Council for reconsideration.** (P&Z) (PC)

36. **CONDITION ADDED BY STAFF:** All surface parking spaces shall be reserved for use by visitors, leasing office customers and short-term deliveries at no cost. The applicant shall develop a system to verify authorized use of the spaces with towing enforcement for violators, to the satisfaction of the Director of P&Z. All parking spaces within the parking garage shall be unassigned except for the tandem parking spaces. (P&Z)

37. **CONDITION ADDED BY STAFF:** The applicant shall require as a condition of all new and renewed leases that all residents' vehicles are registered with the property management and parked in the apartment garages. All resident vehicles shall be identified with a decal/tag. (P&Z)

38. **CONDITION ADDED BY STAFF:** Visitor parking shall be provided within the garage free of charge. The applicant shall develop a system to allow convenient access into the garage for visitors. (P&Z)

39. **CONDITION AMENDED BY PLANNING COMMISSION:** As an inducement for residents to not own or maintain a vehicle at the project site, the applicant **agrees to provide up to three surface parking spaces for a carshare or similar program for use at the site and** shall establish a fund **up to \$500.00 per year,** toward paying the **membership** ~~all~~ fees **of the tenants** associated with the carshare program, **such amount to be reevaluated annually by the applicant in consultation with the City.** To the extent necessary, the applicant may enter into an agreement with a carshare company to sponsor a vehicles on-site. Should the carshare company **have need of** require the applicant to act as a sponsor **up to the three dedicated spaces,** for cars that may be available for anyone registered in the program regardless of whether they live in the building, the applicant **shall make every effort to provide the service** ~~comply with the requirement~~ so long as it does not require 24/7 access **to car share vehicles** ~~by the applicant to provide the required service~~ **or cause unreasonable risk or liability for the applicant.(P&Z) (PC)**

DISCUSSION

The applicant, Potomac Club Residences LP, c/o Paradigm Development Company, seeks approval of an amendment to an approved development plan for the Meridian @ Braddock Station project at 1200 First Street to allow fees to be charged for parking spaces within the parking garage. The Meridian @ Braddock Station (formerly referred to as Potomac Club II) development plan (DSUP#99-0094) was approved by City Council on June 12, 1999. The plan provided for the construction of a second apartment complex on the site, adding 297 units for a total of 480 units with 560 parking spaces in the project. The building began leasing in May 2002.

At the time the project was approved, staff had observed that significant number of residents of the first building parked on the surrounding streets on the evenings and weekends. The applicant maintained that more than adequate parking existing in the garage, with spaces routinely vacant. Since so many residents appeared to be parking on the streets rather than in the garage, staff concluded that the fee being charged for the parking spaces by the applicant was pushing some residents to choose to park free on the street rather than to pay for a space or spaces in the garage. Therefore, in the absence of any alternative approach suggested by the applicant to solve the problem, staff included a condition in the development approval that the parking be made available to residents free of charge. The specific condition states **[emphasis added]**:

"The garage of Potomac Club II shall be connected to Potomac Club I, with all spaces shared by both buildings. Parking spaces shall be unassigned, except for tandem spaces, which shall only be assigned to households with two cars. No charge shall be imposed for parking spaces for residents, and no household shall be restricted from utilizing a second space within the garage, even if total parking demand by residents exceeds the total number of parking spaces within the garage."

The applicant agreed to this condition at the time the second building was approved. The applicant has now constructed the proposed building and has indicated to staff that the condition was never acceptable to them. The applicant requests that this condition be modified to:

- 1) allow a modest charge to all residents requesting a garage parking space;
- 2) allow a higher charge for the utilization of a second space for the same unit; and
- 3) allow management to charge for guest parking and permit a designated "guest only" parking area within the garage.

The applicant proposes no alternative strategies for promoting resident and visitor use of the garage.

Staff Analysis

Staff is concerned about the applicant's request to allow parking charges. The prohibition on charges was intended to promote the use of the apartment's parking garages by residents, minimizing resident use of the existing on-street parking facilities. Although the Meridian apartment project is located in close proximity to the Braddock Road Metro station, it is also located in a neighborhood of older single-family, townhouse and multi-family residences that rely heavily on the existing inventory of on-street parking facilities. It is critical to the health and viability of the overall neighborhood that residents of this apartment complex utilize their own parking facilities rather than on-street parking spaces.

When City Council approved the project and then approved an extension request in 1999, the applicant did not voice any opposition to the staff condition restricting the use and management of parking spaces for the project. It was only during completion and occupancy of the second building did the applicant bring it staff's attention that they had a fundamental problem with providing free parking spaces. The applicant argues that by providing free parking, the project is more likely to attract individuals who do not rely on Metro for transportation purposes.

Staff does not disagree that, optimally, parking charges would be utilized as a strategy for discouraging vehicle ownership. But in this situation, where significant "free" parking exists on the surrounding streets, the parking charge is also counterproductive to encouraging use of the parking garage and discouraging residents from parking on the street. Particularly troubling to staff is that the applicant appears more focused on generating additional revenue than on addressing issues of building security, allocation of parking resources and guest parking. The revenues from the parking spaces are likely to provide additional revenue to the applicant of at least \$200,000/year.

The applicant has insisted that the only possible way to manage parking is through pricing, and that they can have no control over parking without the ability to charge for it. They have indicated to staff that friends of residents are parking cars in the garage and that they are powerless to stop it without being able to charge for the parking. There are, however, viable approaches to parking management that do not include parking fees; other residential projects in the city utilize various systems of registering guests and tracking parking or restricting parking to residents on leases, without charging fees.

- #1 *It is not necessary to charge residents a per space fee in order to ensure security and adherence to management's policies. Instead, the management company can register the resident's car (obtaining plate information, make, model, proof of insurance, etc.) and give them a parking sticker that is tied to that specific vehicle. Registration of vehicles is common practice in many apartment developments. If the sticker is not displayed properly, the car should be towed by a towing company authorized to*

enforce parking regulations by the management company. In addition, the management could do "spot checks" to ensure that the sticker is affixed to the car that was registered.

- #2 Only cars registered to those living in the apartment (and therefore on the lease) would be allowed to get a parking sticker and all units could be held to a maximum of two spaces. This will address the scarcity issue and will make it impossible anyone but a resident to obtain a sticker.*
- #3 There is no need for a \$3-5 fee per night to ensure that a guest pass will be returned—instead either a deposit or a penalty for not returning the pass could be instituted. For example, a system could be set up where a guest would be issued a pass good for a limited amount of time. The guest would indicate who in the building they are visiting. Once the limited stay is over, the guest pass would have to be returned or the visitor would lose their deposit. Or, if the management company decides not to have a deposit, a fine of some sort could be issued to the resident the guest was visiting.*
- #4 There are similar apartment projects with structured parking that have at least the first space free or included in the cost of the rent and free spaces reserved for at least a minimum number of visitors.*

Therefore, staff is recommending that the City not change the condition at this time, and that instead the applicant try implementing a program that is not fee based.

If the Planning Commission or City Council wish to allow Paradigm to collect parking fees at this time, staff recommends that those fees only be permitted as part of an overall strategy aimed at facilitating parking within the garage. In this case, staff recommends a new condition which requires the applicant, as a condition of all leases, to register resident cars and require them to park in the garage. This leaves pricing flexibility for the applicant. Since residents are required to park in the garage as a condition of the lease, only those willing to pay whatever fees are established by the applicant are likely to, in fact, lease an apartment at this location. Staff does not believe, even in this case, that visitor parking should carry a charge.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Gregory Tate, Urban Planner;
Leslie Parrish, Urban Planner.

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

F-1 Transportation and Environmental Services does not agree with the applicant's rationale to amend the parking conditions for DSUP #99-0004 and recommends denial of the request.

Code Enforcement:

No comment

Health Department:

No comment

Police Department:

No comment

Historic Alexandria (Archaeology):

No comment

Parks & Recreation (Arborist):

No comment

APPENDIX A

The following conditions are carried forward from DSUP#99-0004.

1. Applicant shall provide a minimum of 1.17 parking spaces per unit. (City Council)
2. The second of two tandem parking spaces shall be counted as a parking space only if the applicant can propose and implement a program to the satisfaction of the Director of T&ES that will guarantee that both spaces will be used. (P&Z)
4. The garage layout shall be redesigned to eliminate columns within compact parking spaces and shall meet all requirements related to parking, including space size backup aisle widths, and turning radius. Surface parking may be increased up to a maximum of 35 spaces to compensate for any spaces lost in the garage as a result of this redesign, provided that all open spaces, landscaping and parking screening requirements can still be met on site, with the design to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
5. Tenants shall be notified prior to leasing units that they are not permitted to park on-street and that they will not be able to obtain City of Alexandria residential parking stickers if the residential permit system is extended to the surrounding area. Language informing residents of this restriction shall be placed in all leases, with such language to be reviewed by the City Attorney's Office prior to the release of any CO for the new building. In the event the units are converted to condominiums in the future, this restriction shall also apply to unit owners, and language informing all owners of this provision shall be incorporated into condominium agreements. (P&Z)
6. Service activities shall occur within the site, not on or onto Braddock Place. (P&Z)
7. Screen service and loading area to the satisfaction of the Director of P&Z. Provide gates which remain closed when these areas are not in use. (P&Z)
8. Provide a permanent and publicly accessible pedestrian access way through the site from North Fayette Street to the Braddock Place development. (P&Z)
9. Provide a 5 foot wide sidewalk from North Fayette Street to connect to the entry sidewalk adjacent to the north side of guest driveway. (P&Z)
10. Plaza paving treatment shall be compatible with existing Braddock Place development. Indicate style and color to satisfaction of the Department of Planning and Community Development. (P&Z)

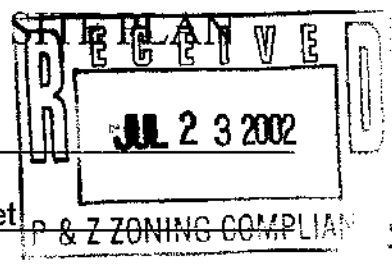
11. Provide litter receptacles near entrances and plaza seating areas. (P&Z)
12. Provide screening cover for garage exhaust vents that does not impede air flow to the satisfaction of the Director of P&Z. (P&Z)
13. Provide building facade treatment and materials consistent with depicted building elevations or to the satisfaction of the Director of P&Z. (P&Z)
14. Building gross square feet shall not be increased beyond the proposed maximum of 316,000 square feet. (P&Z)
15. Design a non-continuous 3 foot brick wall along the perimeter of First Street and North Fayette Street to provide a street edge, and screen parking and exhaust vents to the satisfaction of the Director of P&Z. (P&Z)
16. Provide outdoor seating areas along promenade walkway to the satisfaction of the Director of P&Z. (P&Z)
17. Provide the following with the final site development plans:
 - a) zoning calculations of Phase I and Phase II buildings
 - b) floor by floor gross to net deductions
 - c) building elevation plans with maximum heights and average finished grade measurements
 - d) plan layout of garage levels, first floor, typical floor and roof top. (P&Z)
18. Underground all the overhead utilities along the frontage on First Street of the property. (T&ES)
19. The site discharges into an overloaded storm sewer system of Braddock/West area. Developer is to provide on-site detention for storm run-off so as to reduce the peak flows for 2 and 10 year storms by a minimum of 10% from predevelopment (existing) levels. Therefore, request for detention waiver is denied. (T&ES)
20. Existing runoff computations are to be based on existing conditions and not completely impervious as shown on the plan. (T&ES)
21. The storm water Best Management Practices (BMPs) required by this project shall be constructed and installed under the direct supervision of the design engineer or his/her designated representative. The design engineer shall make a written certification to the City that the Best management Practices are constructed and installed as designed and in accordance with the approved final site plan. In addition, aggregate layers and collector pipes may not be installed unless said engineer or his/her representative is present. (T&ES)

22. All swimming pools are to discharge to sanitary sewer and not to storm sewer or through a BMP. (T&ES)
23. Show an appropriate Environmental Site Assessment statement. (T&ES)
24. Show a completed workbook B. Green areas above garage are not considered as pervious areas. Therefore, reduction of impervious areas (actual numbers) as stated in the plan are not acceptable. Plan is to comply with Chesapeake Bay Act per the provisions of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
25. Relocate street light (on existing pole #SC-28) at the N.W. corner of site to 18"-24" behind the curb on the First S. and replace wood pole with 30 ft. concrete pole and convert street light to 14,000 lumen HPSV fixture. (Current proposed location for relocation would put the light 15 feet away from First Street.) (T&ES)
26. Replace existing wood poles #30-F and #SC-67 with 30 ft. concrete poles and convert street lights to 14,000 lumen HPSV fixtures. (The existing locations of the poles are mid-block on First St. and southwest corner of N. Fayette St. and First St., respectively.) (T&ES)
27. Provide a site lighting plan to the satisfaction of the Directors of P&Z and T&ES in consultation with the Police. The plan shall:
 - a) show existing and proposed on-site and street lights,
 - b) include information on the type of fixture, mounting height and strength of lumens or watts, and manufacturer specifications,
 - c) provide for street lighting on the N. Fayette Street frontage.
 - d) provide lighting for common and parking areas,
 - e) provide lighting calculations to verify that lighting meets City standards.
(T&ES) (P&Z)(Police)
28. Consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the building. This is to be completed prior to the commencement of construction. (Police)
29. Access to the garage shall be controlled. (Police)
30. Paint the walls and ceilings of the garage white. (Police)
31. Unless security personnel are on-site 24 hours a day 7 days a week emergency buttons are not recommended. (Police)

32. The maximum height of the shrubbery around the building is to be 36 inches. (Police)
33. Contribute \$.50 per gross square foot of new building floor area to the Housing Trust Fund prior to the release of the Certificates of Occupancy for the respective portions of the building. (Housing)
34. No outside users of health club facilities shall be permitted other than bona fide guests of residents. (P&Z)
35. Temporary structures for construction or sales personnel, as well as sales/marketing signs, shall be permitted, and the size and site design for such temporary structures, including signs, shall be subject to the approval of the Director of P&Z. (P&Z)

GT

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with
DSUP # 2002-0018



PROJECT NAME: Meridian at Braddock Station
PROPERTY LOCATION: 1200 First Street/950 N. Fayette Street
TAX MAP REFERENCE: 54.01-2-05.02 ZONE: OCH
APPLICANT Name: Potomac Club Residences LP, c/oParadigm Development Co.
Address: 3333 K St., N.W., Suite 100, Washington D.C. 20007

PROPERTY OWNER Name: Potomac Club Residences Limited Partnership
Address: 3333 K ST NW, Suite 100, Washington DC 20007-3555

SUMMARY OF PROPOSAL: Request for Amendment to Development SUP # 99-0004 to amend Condition #3, to permit charges for parking spaces within the parking garage.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: _____

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code 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 notices 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 their knowledge and belief.

Harry P. Hart
Print Name of Applicant or Agent

Harry P. Hart
Signature

HART, CALLEY, GIBBS & KARP, P.C.
Mailing Address

(703) 836-5757
Telephone Number

307 N. Washington St., Alex. VA 22314
Mailing Address

July 23, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____
Fee Paid & Date: \$ _____
Legal Advertisement: _____

Received Plans for Completeness: _____
Received Plans for Preliminary: _____
Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Potomac Club Residences

Development Special Use Permit with Site Plan (DSUP) #

2002-0018

All Applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, auto oriented uses and freestanding signs requiring special use permit approval.

1. The Applicant is the (check one) Owner Contract Purchaser

 Lessee or Other: _____

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

1% Managing Partner:	Paradigm Potomac Club Inc.
	3333 K Street, N.W., Suite 100, Washington, D.C. 20007
49%	Partners of Paradigm Development Co.
	3333 K Street, N.W., Suite 100, Washington, D.C. 20007
50%	William C. Eacho, III & Family
	c/o Carlton Capital Group, LLC
	1130 Connecticut Ave., N.W., Suite 800, Washington, DC 20036

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

- Yes. Provide proof of current City business license.
- No. The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary.)

See attached letter to Eileen Fogarty, Director of Planning & Zoning, with attached memorandum, all dated June 25, 2002.

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

See Development SUP # 99-0004

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

See Development SUP # 99-0004

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

Day	Hours	Day	Hours
-----	-------	-----	-------

See Development SUP # 99-0004

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
See Development SUP # 99-0004

B. How will noise from patrons be controlled?
See Development SUP # 99-0004

7. Describe any potential odors emanating from the proposed use and plans to control them:
See Development SUP # 99-0004

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

A. What type of trash and garbage will be generated by the use?
See Development SUP # 99-0004

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

See Development SUP # 99-0004

C. How often will trash be collected?

See Development SUP # 99-0004

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

See Development SUP # 99-0004

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

[] Yes. [X] 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. [X] No.

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

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

See Development SUP # 99-0004

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.

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?

See Development SUP # 99-0004

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

___ Standard spaces (9 feet x 18.5 feet)

___ Compact spaces (8 feet x 16 feet)

___ Handicapped accessible spaces.

___ Other.

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

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

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking with 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? See Development SUP # 99-0004

B. How many loading spaces are available for the use? See DSUP # 99-0004

C. Where are off-street loading facilities located? See Development SUP # 99-0004

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

See Development SUP # 99-0004

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

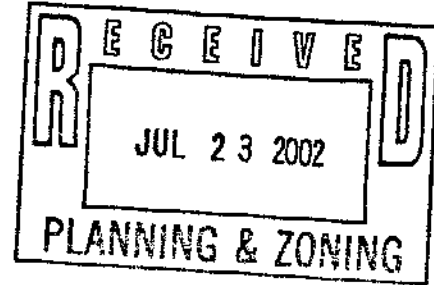
See Development SUP # 99-0004

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?

See Development SUP # 99-0004

July 23, 2002

Ms. Eileen Fogarty
Director
City of Alexandria
Department of Planning & Zoning
301 King Street
Suite 2100
Alexandria, VA 22314



RE: Meridian at Braddock Station (Potomac Club Residences)
1200 First Street and 1201 Braddock Place, Alexandria, Virginia

Dear Eileen:

Enclosed is our application to amend site plan condition #3 of SUP 99-0004 for the 297-unit Potomac Club Phase II (subsequently renamed Meridian at Braddock Station). Potomac Club Phase II was available for occupancy in May of 2002. Now that residents are moving in, we are grappling with how to conform to the language of the condition. The condition is as follows:

"The garage of Potomac Club II shall be connected to Potomac Club I, with all parking spaces shared by both buildings. Parking spaces shall be unassigned, except for tandem spaces, which shall only be assigned to households with two cars. No charge shall be imposed for parking spaces for residents, and no household shall be restricted from utilizing a second space within the garage, even if total parking demand by residents exceeds the total number of parking spaces within the garage."

The intent of the condition was to prevent "spillover" parking from our garage into the surrounding neighborhoods. We believe that by making parking free and in unlimited supply, we will attract residents with multiple cars and will create the "spillover" problem that the condition is trying to prevent. We have enclosed a memorandum with the application detailing how the condition exacerbates parking problems. In the memorandum, we put forth for the City Council's review a revised condition which addresses the spillover issues while allowing the parking garage to be managed consistent with other market rate properties.

We have attached a traffic study done on Potomac Club's garage parking patterns as well as the street parking patterns in the surrounding neighborhoods. Reviewing this request with City Council in October is important given that we are currently leasing up the building.

3333 K Street, NW
Suite 100
Washington, DC
20007

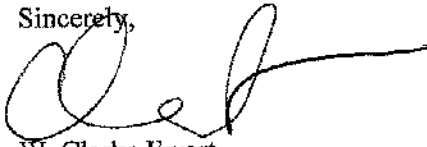
202 342-3487
202-333-3743 Fax

Paradigm

Ms. Eilcen Fogarty
City of Alexandria
July 23, 2002
Page 2

We appreciate your consideration of this request. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Clarke Ewart', with a long horizontal flourish extending to the right.

W. Clarke Ewart
Executive Vice President

mtr/WORD/POTOMAC CLUB II/ALEXANDRIA P&Z 10

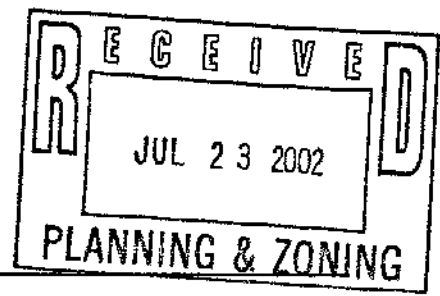
Memorandum

To: Honorable Kerry Donley, Mayor
Members of City Council, City of Alexandria

From: Stanley W. Slotter, President

Date: June 25, 2002

Re: Condition 3 of DSUP 99-0004
Potomac Club Phase II



Background

Paradigm Development Company, representing the owner of Potomac Club Phase II (subsequently renamed the Meridian at Braddock Station), originally obtained approval for a 296 unit residential building (the second phase to the existing Potomac Club Residences project) in May of 1994. Market conditions did not make the project feasible until late 1998. While the project's SUP had been extended several times, Paradigm learned that the City desired to modify both the type and amount of parking required for the approved building and Paradigm undertook a redesign of the parking garage and structure in order to maximize the type of parking available to the residents but was unable to increase the overall parking count. City staff opposed the project based upon the failure to achieve a higher overall parking ratio worrying that if parking were insufficient, building residents would utilize parking on the street.

The summary of the parking counts are shown below:

	<u>Original Approval</u>	<u>Revised Approval</u>
Compacts	370 (66%)	314 (56%)
Standards*	144 (26%)	200 (36%)
Tandems	<u>46 (8%)</u>	<u>46 (8%)</u>
Total	560	560
Ratio - Parking / Units	1.17	1.17

*Includes handicap parking spaces.

Objective of Site Plan Conditions

City Council approved the revised site plan for the Potomac Club Phase II project in June of 1999 with several added conditions recommended by staff which were targeted at ensuring that the parking at the project would be fully utilized by the residents and that the residents would not utilize street parking. Each of these site plan conditions are being undertaken; however, condition number 3 provides both

3333 K Street, NW
Suite 100
Washington, DC
20007

202-342-3487
202-333-3743 Fax

Paradigm

Page 2

serious operational challenges which impact the building security as well as increasing the likelihood that the garage will be inefficiently utilized over time resulting in the very situation the City seeks to avoid. Specifically, condition number 3 says the following:

The garage at Potomac Club II shall be connected to Potomac Club I, with all parking spaces shared by both buildings. Parking spaces shall be unassigned, except for tandem spaces, which shall only be assigned to households with two cars. No charge shall be imposed for parking spaces for residents, and no household shall be restricted from utilizing a second space within the garage, even if total parking demand by residents exceeds the total number of parking spaces within the garage. (P&Z)

Site Plan Condition number 3 presents issues in several key areas as follows:

1. **Building Security:** In almost any urban parking garage residents execute a parking lease which constitutes an agreement between the landlord and the resident regarding utilization of the parking facility. Parking stickers are assigned to residents and associated with particular vehicles. The residents (under fear of being towed) are motivated to abide by the parking rules, which are part of their lease (i.e. not allowing unauthorized vehicles to "follow them into the garage", not parking in guest parking spaces, etc.). Paradigm has found through experience that a minimal monthly charge (+/- \$25) is sufficient to motivate our residents to follow these rules, consciously display their stickers, etc., which then enables management to ensure that unauthorized vehicles are not stored, or placed in the parking garage and that parking permits are on the proper vehicles which assists us in overall building security. In the wake of 9/11 our investor's and insurers require our vigilance in ensuring that only authorized individuals utilize the garage and a sensible parking lease systems is key to that effort.
2. **Allocation of Resources (Utilization of Multiple Spaces):** On projects such as Potomac Club Phase II which is located at a metro station, residents are typically asked to pay only a nominal fee for the utilization of their first space in the garage for the reasons stated above and a higher price for the utilization of a second space (+/- \$75). The purpose for charging a higher amount for the additional space is to make the availability of additional parking attractive only to those residents with a frequent need for an additional space. Prospective residents who have multiple cars clearly take into consideration the fact that a premium is required to have multiple vehicles parked at their residence. For example, residents with "summer cars" often store those vehicles in the suburbs and only occasionally switch vehicles under our current system. Making multiple spaces "free" will have the effect of encouraging residents to bring additional vehicles to this property for storage and / or convenience. I should note that we have already had prospective residents, when learning that second spaces were "free", ask if they could allow a friend to simply store their car in our garage because they are required to pay some amount for additional parking where their friend currently resides. Our worry is that by making something valuable and scarce artificially "free" we will create a self fulfilling situation of running out of that resource when an ordinary pricing of that resource would not create a shortage.
3. **Guest Parking:** Paradigm would typically operate overnight guest parking and charge a flat rate of \$3 to \$5 per night. The "overnight passes" are available to any resident for a guest by stopping by the concierge's desk. Our experience shows that our system works very well provided a safe and secure area is available for a guest's car. As with point number 1 above, residents are diligent in returning

Paradigm

Page 3

the passes when their guest leaves so they do not receive additional charges and management is able to maintain control of vehicles parked in the garage thereby ensuring that adequate space is available for other guests. At this point, we know of no way to operate guest parking in a "free garage" environment. In addition, even if a mechanism could be worked out which would enable guests to enter the garage, if the utilization of parking spaces does not make it convenient for guests to find a space, they may be the ones to elect to park on the street over the course of time.

4. **Building Financiability:** The concept of providing unlimited "free" parking is un-precedented and very difficult for investors and lenders to understand. Questions as to whether this condition creates some sort of "easement" or "public space" are difficult to address as well as the questions of the impact of this condition on the value of the building. Since our competitors are not under this type of restriction, investors worry that the building will be competitively disadvantaged by the inefficiencies stated above. How would the condition be enforced if the units were someday sold as condominiums? What about subsequent resales?

The element of condition 3 that requires parking to be offered "free" and which restrict our ability to designate guest-parking areas are designed to address a problem that does not currently exist. I would note that the existing Potomac Club Phase I building (built in 1990) with only 183 parking spaces for the 183 units has had no problem of residents seeking street parking in lieu of the tariff system described above. Braddock Place, a 120-unit condominium building located adjacent to the Potomac Club project and constructed in 1989 retains unsold parking spaces more than a decade after the project completed. Similarly at our Meridian at Carlyle project at the King Street Metro (403 units 480 parking spaces) parking is in such abundance that our practical management issue is ensuring that parking enforcement staff at least walks through remote and empty portions of the garage during their regular inspections.

Paradigm's Proposal

1. Allow a modest charge to all residents requesting parking in the garage.
2. Allow a higher charge for the utilization of a second space.
3. Allow management to charge a nominal amount for guest parking and permit a designated "guest only parking" area if management determines conditions warrant.
4. Paradigm will agree to revisit this condition if at any time in the future residents of the building are found to be using area street parking.

mac/wd/522PC2Memo Rev 01

DSUP 2002-0018

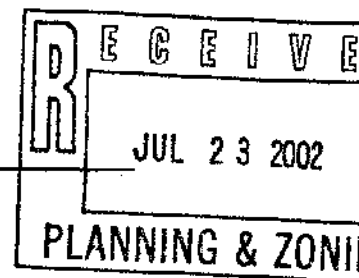


Kimley-Horn and Associates, Inc.

MEMORANDUM

To: W. Clarke Ewart
Paradigm Development Co.
From: Edward Y. Papazian, P.E.
Kimley-Horn and Associates
Date: July 23, 2002
Subject: Meridian at Braddock Station
Potomac Club Residences
Parking Study

Suite A
9411 Lee Highway
Fairfax, Virginia
22031



INTRODUCTION

This memorandum presents the results of a parking study of the Meridian at Braddock Station residential buildings (also known as Potomac Club Residences). Phase I of the development is at 1201 Braddock Place and contains 183 rental apartment units. Phase II is at 1200 First Street and contains 297 rental apartment units, of which 85 units are occupied.

This study involved taking a series of on-site and on-street surveys of the numbers of parked vehicles at several times during weekdays and on weekend evenings. Based on these results, the amount of parking demand was compared to the number of residential units to determine the typical ratio of parked vehicles per residential unit and the adequacy of available parking.

BACKGROUND

This analysis was conducted as part of the request to amend a site plan condition for Potomac Club Phase II whereby there can be no charge for parking and parking must be provided in unlimited supply. The intent of this condition was to prevent "spillover" parking into surrounding neighborhoods.

The Meridian at Braddock Station development is located adjacent to the Braddock Road Metrorail station. The site plan condition requiring free and unlimited parking at such a location is inconsistent with the management of parking that occurs near transit stations throughout the country. All residential apartment developments in Metrorail station areas with which we are familiar charge a fee for resident parking and provides secure control garage access.

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Kimley-Horn
and Associates, Inc.

Mr. W. Clarke Ewart, July 23, 2002, Page 2

These developments generally attract tenants that have lower auto ownership rates and expect to pay a fee for on-site parking. In addition, streets surrounding Metrorail stations typically have restrictions in place to prevent long-term parking.

PARKING STUDY DATA COLLECTION

The parking surveys were conducted in Phase I in which historically a fee for parking has been charged. A survey was also done in Phase II where there is no charge for parking. The parking surveys were conducted at several times during a weekday and during Friday and Saturday evenings. The hours during which surveys were conducted are as follows:

Weekday Hours

Thursday, July 18, 2002	7:00 AM and 3:00 PM
Monday, July 22, 2002	9:00 PM

Weekend Evenings

Friday, July 19, 2002	9:00 PM
Saturday, July 20, 2002	9:00 PM

These hours provide examples of times when resident, visitor, and surrounding area activities vary.

The survey consisted of counting the number of vehicles that were parked on-site and on the surrounding streets. On-site vehicles were counted in the Phase I and the Phase II garages. A 24-space on-site surface lot was not available for parking due to construction activity. On-street parked vehicles were counted along both the south and north sides of First Street between North Payne Street and North Fayette Street and along the west side of North Fayette Street between First Street and Braddock Place (street parking is not permitted on Braddock Place).

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Kimley-Horn
and Associates, Inc.

Mr. W. Clark Ewart, July 23, 2002, Page 3

Table 1 shows the results of the parking surveys.

Table 1

Results of Meridian at Braddock Station Parking Survey					
	1201 Braddock Place ¹	1200 First Street ²	First Street		Fayette Street West Side ⁵
			North Side ³	South Side ⁴	
Number of Parking Spaces	183	380	8	7	6
Number of Parked Vehicles					
Thursday 7 AM	125	80	3	1	6
Thursday 3 PM	112	59	7	5	6
Monday 9 PM	128	73	5	0	6
Friday 9 PM	116	62	6	4	6
Saturday 9 PM	113	61	4	3	6

¹ All 183 units are occupied

² 85 units are occupied

³ Parking between 8 AM and 5 PM Monday through Friday limited to two hours

⁴ Parking limited to two hours at all times

⁵ No parking restrictions

DISCUSSION OF FINDINGS

These results indicate the following:

1. The maximum demand for on-site parking is well below one space per unit. This is shown by the maximum vehicle count at 1201 Braddock Place of 128 for the 183 residential units and the maximum count at 1200 First Street of 80 for the 85 occupied units.
2. There are relatively few parking spaces available on the streets adjacent to the buildings.
3. The relatively low demand for parking demonstrates the trend of low auto ownership rates for residents of apartment buildings near Metrorail stations.

CONCLUSIONS

Based on the findings of this analysis, we conclude the following:

1. A fee for resident parking should be implemented. This would be done in combination with the garage door control system to provide security for residents and their vehicles.
2. There would be no spillover of parking into surrounding neighborhoods. There are relatively few available parking spaces on surrounding streets. In

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Kimley-Horn
and Associates, Inc.

Mr. W. Clarke Ewart, July 23, 2002, Page 4

- addition, further restrictions to the on-street spaces can be implemented to reduce the potential for long-term parking.
3. Given the availability of parking on-site with the security that would be provided, there would be no advantage for residents to avoid paying the fee and taking the chance of parking on the surrounding streets.
 4. This parking program would provide a safe and secure system for residents and guests, would be consistent with parking programs in Metrorail station areas, and would result in no spillover parking in surrounding residential neighborhoods.

HART, CALLEY, GIBBS & KARP, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314-2557

TELEPHONE (703) 836-5757
FAX (703) 548-5443

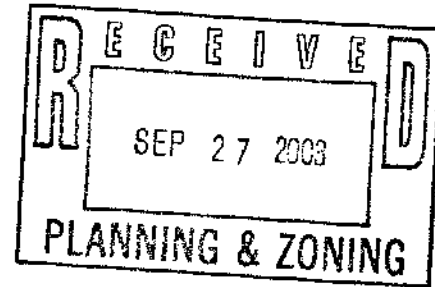
OF COUNSEL
CYRIL D. CALLEY
ROBERT L. MURPHY

HARRY P. HART
MARY CATHERINE H. GIBBS
HERBERT L. KARP

September 27, 2002

Mr. Eric Wagner, Chairman
and Members of the Planning Commission
c/o Ms. Eileen Fogarty, Director
Department of Planning & Zoning
City Hall, Room 2100
Alexandria, VA 22314

Re: DSUP # 2002-0018
Potomac Club Residences



Dear Mr. Wagner and Members of Planning Commission:

The owner of the Potomac Club Residences, now named Meridian at Braddock Station, request that you approve their request to remove the condition from their Development Special Use Permit that prohibits them from separately charging their residents for parking. The same condition does not permit them to assign parking spaces, namely for visitors. The following reasons are provided for your consideration.

First, this condition has not been applied to any other project near Metro stations in Alexandria. As recently as last month, the Mill Race project was approved with a 1.15 spaces per unit parking ratio and they were not prohibited from charging for parking. Second, Paradigm Development Company built and maintains over 7000 residential rental units along the Metro corridor and consistently, 80% of their units use Metro, greatly reducing the need for parking near Metro. They submitted a study supporting this ratio when their application was originally approved and reapproved in the 1990's. Every other project they manage charges for parking, a nominal \$25.00 charge for the first space and more for the second space. For fifteen years, they have charged this same amount, and do so at their project in Carlyle. Third, the anticipated goal of the condition was to prevent any cars from parking on the street and limit the number of cars in this project near Metro. That goal is not achieved by preventing the applicant from separately charging for parking. What is being achieved is creating an incentive for users with more cars to decide to live in this building because the parking is free when historically, it has been just the opposite for projects near Metro.

Staff has suggested that the applicant should not be asking to change a condition that was agreed to at the time of approval. The applicant did not negotiate and agree to

this condition in order to win the approval of any increase in density. The applicant originally was approved for a 4.25 F.A.R. development consisting of 183 dwelling units, a 272,800 net square foot office building, 6300 square feet of retail and a 300 seat restaurant. This approval was given in 1988. The 183 unit Potomac Club One building was constructed in 1991. The special use permit for the entire project survived the downzoning of 1992. It was nonetheless amended and reduced in 1994 under an amendment. The reduction replaced the 272,800 net square foot office building with the now built residential building. At that time, the 4.25 F.A.R. was reduced to 3.0 F.A.R. The approval was also granted for parking at 1.169 spaces per unit over all. That approval was renewed in 1995 and in 1997.

In 1999, the amendment was again reapproved but with this additional condition that no charge be made for parking. The applicant did not object to the condition, believing that this was the beginning of a new city policy that would be applicable to all apartment projects next to Metro stations, whose workability would be the subject of future discussions with City staff and others to whom it applied. This was a new condition that was added late in the process. It was not the subject of discussion with the staff at the time.

Since that time the City's policy has changed. No other project has been asked to refrain from charging for parking. Moreover, no longer does the City object to reducing residential parking requirements next to metro stations. In fact just the opposite is now the case. The most recent approvals have been for even lower parking ratios next to metro even for a condominium project. (1.15 parking spaces per unit for one, two and three bedroom units in Mill Race as opposed to our 1.17 parking spaces per unit for efficiencies, one and two bedroom units.) Most significantly no other project has been required to refrain from charging for parking. The policy has changed and the City should be consistent and remove the condition.

The applicant proposes that Condition No. 3 be amended to include the following language, "The garage of Potomac Club II shall be connected to Potomac Club I, with all parking spaces shared by both building. Parking spaces shall be unassigned, except for tandem spaces, which shall only be assigned to households with two cars, and visitor spaces. Any charge for parking shall apply only to new, renewed or renegotiated leases. No charge shall be imposed for parking spaces for residents, and no household shall be restricted from utilizing a second space within the garage, even if total parking demand by residents exceeds the total number of parking spaces within the garage."

The Staff has provided additional conditions if you choose to approve this request. The applicant requests that the new condition No. 39 be amended as follows:

"As an inducement for residents to not own or maintain a vehicle at the project site, the applicant shall explore a carshare program for use at the

Mr. Eric Wagner, Chairman
and Members of Planning Commission
September 27, 2002
Page 3 of 3

site, including dedicating up to three spaces in the parking garage for use by the program. establish a fund toward paying all fees associated with the car share program. To the extent necessary, the applicant may enter into an agreement with a carshare company to sponsor a vehicle on site. Should the carshare company require the applicant to act as a sponsor for cars that may be available for anyone registered in the program regardless of whether they live in the building, the applicant shall comply with the requirement so long as it does not require 24/7 access by the applicant to provide the required service."

To be consistent with all of the other residential project near Metro in Alexandria, and to achieve the goal of reducing the number of cars that are parked by residents of this facility, please permit the applicant to separately charge their residents for parking and amend the conditions of their Development Special Use Permit. Thank you in advance for your consideration.

Very truly yours,


Harry P. Hart

cc: Mr. Clark Ewart
Ms. Kimberley Johnson, Division Chief

DSUP 2002-0018
Sent to CC, CM, P, Z #53
POTOMAC CLUB

10-19-02 PH

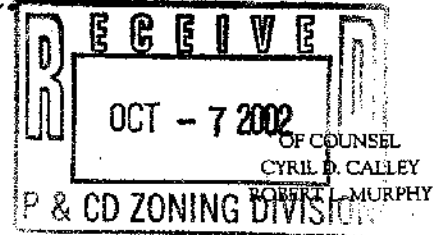
HART, CALLEY, GIBBS & KARP, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314-2557

TELEPHONE (703) 836-5757
FAX (703) 548-5443

HARRY P. HART
MARY CATHERINE H. GIBBS
HERBERT L. KARP



October 3, 2002

The Honorable Kerry Donley, Mayor
and Members of City Council
c/o Ms. Beverly I. Jett, Clerk of Council
City Hall, Room 2300
Alexandria, VA 22314

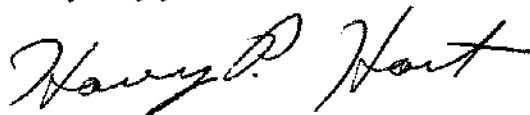
Re: DSUP # 2002-0018
Potomac Club Residences

Dear Mr. Donley and Members of City Council:

The Planning Commission asked the Applicant at their hearing on October 1, 2002, whether or not the prohibition on charging for parking was impacting the number of cars registered in their Potomac Club II building, now named Meridian at Braddock Station. In fact, it has. In the attached memorandum, Mr. Clark Ewart of Paradigm Development Corporation compared the last 100 leases signed in Potomac Club II (where no charge is allowed) to the last 100 leases in the Meridian at Carlyle building (where a charge is permitted). The comparison reveals that the prohibition against charging for parking at Potomac Club II has indeed resulted in a much higher car to unit ratio than that which results from allowing a charge for parking. (Potomac Club II - 1.24 car usage per apartment versus Meridian at Carlyle - .96 car usage per apartment.) As you might expect, the largest difference is in the number of second car users. There were 8 more cars brought by one car users but there were 20 more cars brought by two car users in the Potomac Club II leases than in the Meridian at Carlyle leases.

The applicant respectfully requests that you approve their request to remove the condition from their Development Special Use Permit that prohibits them from separately charging their residents for parking and assign parking spaces for visitors, as recommended by the Planning Commission. Thank you in advance for your consideration.

Very truly yours,


Harry P. Hart

Enclosure

cc: Mr. Clark Ewart
Ms. Kimberley Johnson, Division Chief





DEVELOPMENT CO.

MEMORANDUM

TO: Bud Hart – Hart, Calley, Gibbs & Karp
Ed Papazian – Kimley-Horn & Associates

FROM: W. Clarke Ewart **WCE**

DATE: October 2, 2002

SUBJECT: Potomac Club Residences Phase II
Alexandria, Virginia

In response to the question from the planning commissioners "Is offering free parking incentivizing heavier car users to reside at Potomac Club II?", we analyzed the last 100 leases at Potomac Club II as compared to the last 100 leases at Meridian at Carlyle, another Paradigm project which has a similar parking ratio of 1.20 but charges the nominal rate of \$25/1st car/month and \$75/2nd car/month for parking. The following results are based on analyzing each apartment's parking lease to determine the number of cars leased per apartment:

POTOMAC CLUB II

100 units leased 76 1-car users
 24 2-car users
 124 total cars
 1.24 : 1 car usage per apartment
 1.17 Required SUP parking ratio per apartment

MERIDIAN AT CARLYLE

100 units leased 68 1-car users
 14 2-car users
 4 0-car users
 96 total cars
 .96 : 1 car usage per apartment
 1.20 Required SUP parking ratio per apartment

cc: Stanley W. Slotter – Paradigm Development Company

mtr:WORD/POTOMAC CLUB II/PARKING MEMO 10.02.02

1415 North Taft Street
Suite 100
Arlington, VA
22201

(703) 527-7500
(703) 527-7504 Fax

EXHIBIT NO. 2

18
10-19-02

Sent to CC, CM, P & Z

~~10-19-02 PH~~

HART, CALLEY, GIBBS & KARP, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314-2557

TELEPHONE (703) 836-5757
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OF COUNSEL
CYRIL D. CALLEY
ROBERT L. MURPHY

HARRY P. HART
MARY CATHERINE H. GIBBS
HERBERT L. KARP

October 3, 2002

The Honorable Kerry Donley, Mayor
and Members of City Council
c/o Ms. Beverly I. Jett, Clerk of Council
City Hall, Room 2300
Alexandria, VA 22314

Re: DSUP # 2002-0018
Potomac Club Residences

Dear Mr. Donley and Members of City Council:

The Planning Commission asked the Applicant at their hearing on October 1, 2002, whether or not the prohibition on charging for parking was impacting the number of cars registered in their Potomac Club II building, now named Meridian at Braddock Station. In fact, it has. In the attached memorandum, Mr. Clark Ewart of Paradigm Development Corporation compared the last 100 leases signed in Potomac Club II (where no charge is allowed) to the last 100 leases in the Meridian at Carlyle building (where a charge is permitted). The comparison reveals that the prohibition against charging for parking at Potomac Club II has indeed resulted in a much higher car to unit ratio than that which results from allowing a charge for parking. (Potomac Club II - 1.24 car usage per apartment versus Meridian at Carlyle - .96 car usage per apartment.) As you might expect, the largest difference is in the number of second car users. There were 8 more cars brought by one car users but there were 20 more cars brought by two car users in the Potomac Club II leases than in the Meridian at Carlyle leases.

The applicant respectfully requests that you approve their request to remove the condition from their Development Special Use Permit that prohibits them from separately charging their residents for parking and assign parking spaces for visitors, as recommended by the Planning Commission. Thank you in advance for your consideration.

Very truly yours,

Harry P. Hart
Harry P. Hart

Enclosure

cc: Mr. Clark Ewart
Ms. Kimberley Johnson, Division Chief



Paradigm

DEVELOPMENT CO.

MEMORANDUM

TO: Bud Hart – Hart, Calley, Gibbs & Karp
Ed Papazian – Kimley-Horn & Associates

FROM: W. Clarke Ewart **WCE**

DATE: October 2, 2002

SUBJECT: Potomac Club Residences Phase II
Alexandria, Virginia

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cc: Stanley W. Sloter – Paradigm Development Company

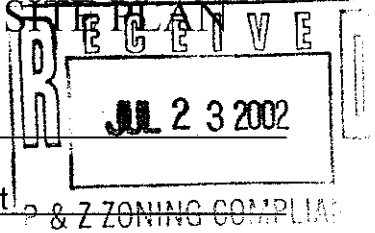
mtr/WORD/POTOMAC CLUB IIPARKING MEMO 10.02.02

1415 North Taffi Street
Suite 100
Arlington, VA
22201

(703) 527-7500
(703) 527-7504 Fax

GT

APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN DSUP # 2002-0018



PROJECT NAME: Meridian at Braddock Station

PROPERTY LOCATION: 1200 First Street/950 N. Fayette Street

TAX MAP REFERENCE: 54.01-2-05.02 ZONE: OCH

APPLICANT Name: Potomac Club Residences LP, c/oParadigm Development Co.

Address: 3333 K St., N.W., Suite 100, Washington D.C. 20007

PROPERTY OWNER Name: Potomac Club Residences Limited Partnership

Address: 3333 K ST NW, Suite 100, Washington DC 20007-3555

SUMMARY OF PROPOSAL: Request for Amendment to Development SUP # 99-0004 to amend Condition #3, to permit charges for parking spaces within the parking garage.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: _____

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code 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 notices 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 their knowledge and belief.

Harry P. Hart
Print Name of Applicant or Agent

Harry P. Hart
Signature

HART, CALLEY, GIBBS & KARP, P.C.
Mailing Address

(703) 836-5757
Telephone Number

307 N. Washington St., Alex. VA 22314
Mailing Address

July 23, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____	Received Plans for Completeness: _____
Fee Paid & Date: \$ _____	Received Plans for Preliminary: _____
Legal Advertisement: _____	Property Placard: _____

ACTION - PLANNING COMMISSION: 10/01/02 RECOMMEND APPROVAL 7-0

ACTION - CITY COUNCIL: 10/19/02PH -- CC approved the Planning Commission recommendation.

Potomac Club Residences

SPEAKER'S FORM

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

DOCKET ITEM NO. 18

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Harry P. (Bud) Hart
2. ADDRESS: 3007 N. Washington St.
TELEPHONE NO. 703-836-5757 E-MAIL ADDRESS: _____
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? _____
The applicant
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.): _____
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 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

Additional time, not to exceed 15 minutes, may be obtained with the consent of the majority of the Council present, provided that 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 Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item 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.

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 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

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
- If more than 6 speakers are signed up or 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 allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
- 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, the speakers shall be called in the chronological order of their request forms' submission.
- 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.