

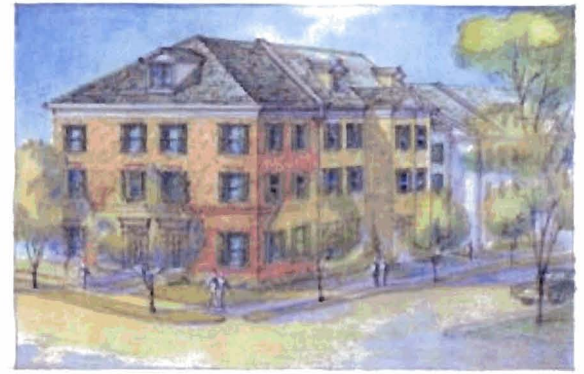
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Docket Item # 12 A-C

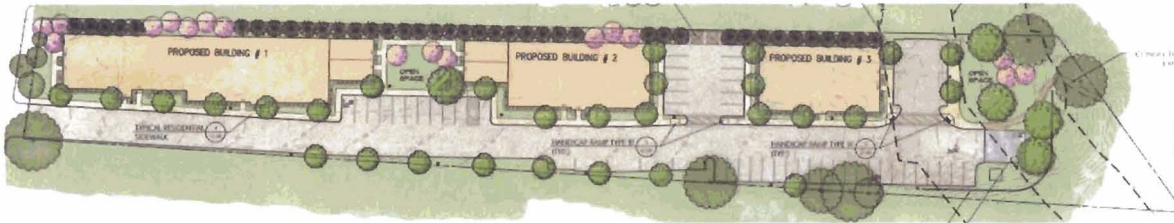
**West Glebe**

**DSUP#2006-0030**

**813 W. Glebe Rd.**



West Glebe - Perspective from West Glebe Rd



West Glebe –  
Proposed Site Plan

**Old Dominion East**

**DSUP#2006-0031**

**3909, 3913 & 3919 Old Dominion Blvd.**



Old Dominion East – Bldg #2 Elevation



**Old Dominion West**

**SUP#2007-0006**

**3902 & 3910 Old Dominion Blvd.**

**Planning Commission**

**October 2, 2007**

Docket Item #12 A-C  
DEVELOPMENT SPECIAL USE PERMIT  
# 2006-0031- GLEBE PARK – OLD DOMINION EAST  
# 2006-0030 - GLEBE PARK – WEST GLEBE  
SPECIAL USE PERMIT  
#2007-0006 - GLEBE PARK - OLD DOMINION WEST

Planning Commission Meeting  
October 2, 2007

**REQUESTS:**

DSUP #2006-0031 - OLD DOMINION EAST

Consideration of a request for a development special use permit, with site plan, subdivision and modifications, to construct multifamily residential buildings, a request for a parking reduction, approval of bonus density and/or floor area for affordable housing pursuant to Section 7-700 of the Zoning Ordinance, and approval of a lot without street frontage pursuant to Section 7-1007.

SUP #2007-0006 – OLD DOMINION WEST  
PARKING REDUCTION

Consideration of a request for a parking reduction for the interior remodel of 24 existing one bedroom apartments.

DSUP #2006-0030 - WEST GLEBE

Consideration of a request for a development special use permit, with site plan and modifications, to construct multifamily residential buildings, a request for a parking reduction, and approval of bonus density and/or floor area for affordable housing pursuant to Section 7-700 of the Zoning Ordinance.

**APPLICANT:**

Alexandria Redevelopment and Housing Authority and EYA Development, Inc. by Joanna Frizzell, attorney

**LOCATION:**

3909, 3913 & 3919 Old Dominion Boulevard  
3902 and 3910 Old Dominion Boulevard  
813 West Glebe Road

**ZONE:**

All applications are in the RA/Residential Multifamily

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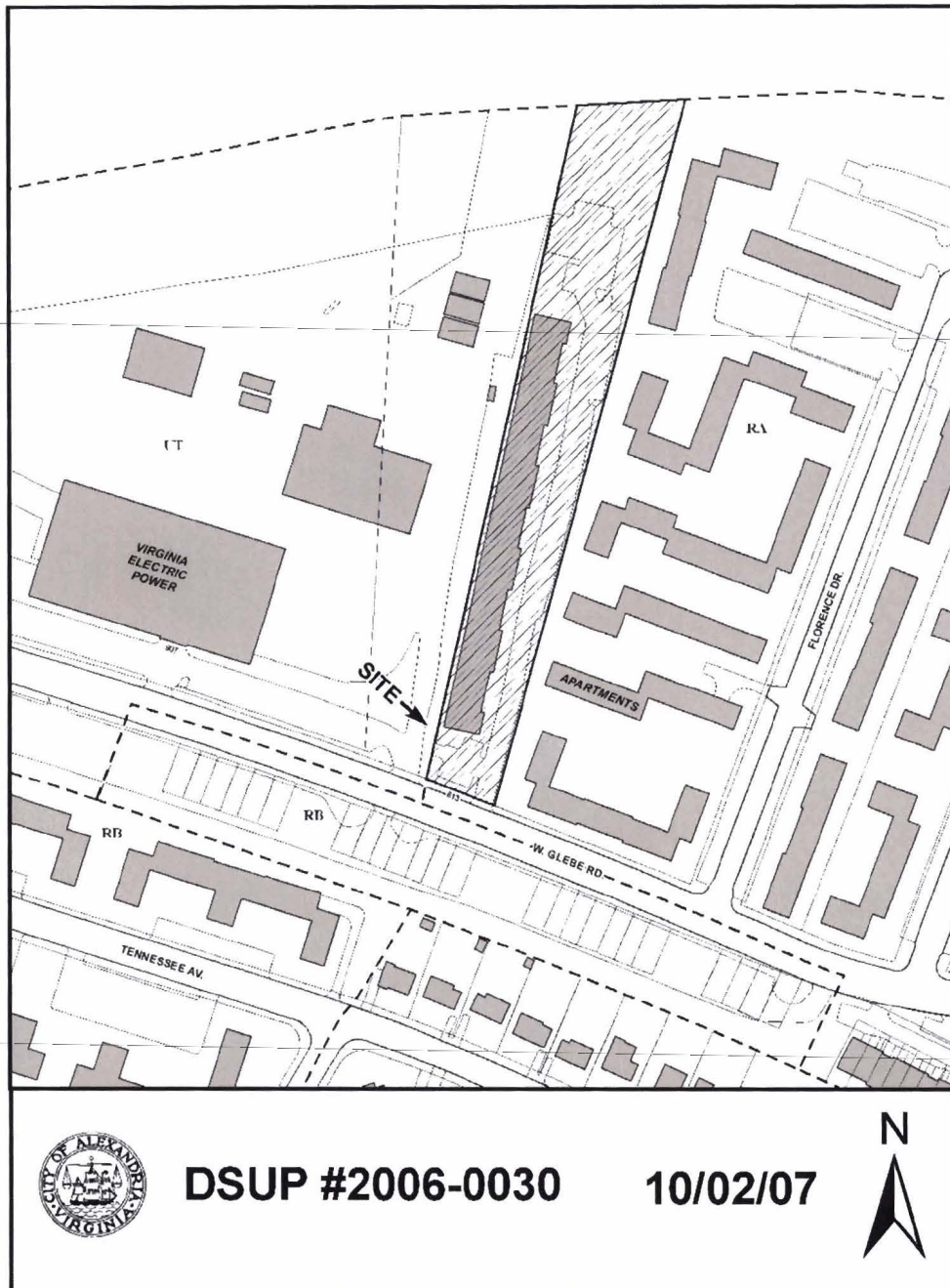
**PLANNING COMMISSION ACTION, OCTOBER 2, 2007:** On a motion by Mr. Jennings, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the three applications and associated requests subject to staff's recommendations, with changes to conditions #25, #46 and #102 for DSUP #2006-0031 and conditions #49 and #101 for DSUP #2006-0030 as referenced in the correspondence from McGuire Woods dated October 2, 2007. The Commission further modified condition #23 for DSUP #2006-0031, condition #7 for SUP #2007-0006 and condition #16 for DSUP #2006-0030, removing the time limitation.

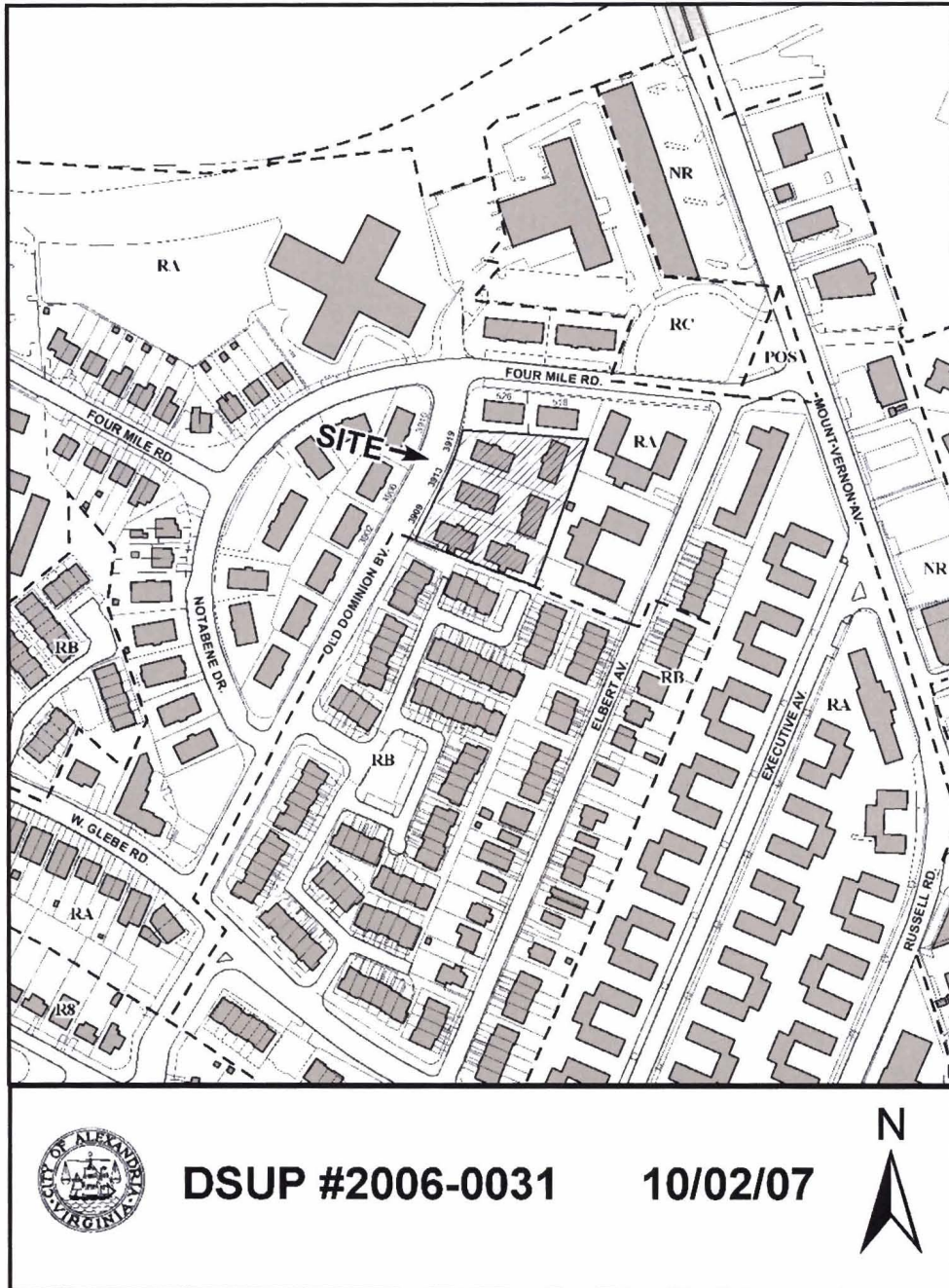
Reason: The Planning Commission generally agreed with staff recommendations and acknowledged the importance of maintaining the affordable-public housing in the City. For the West Glebe proposal, the Commission agreed with the staff analysis to provide an additional open space buffer next to Four Mile Run and found the recommendation consistent with the Four Mile Run Master Plan. The Commission also discussed the importance of on-going maintenance and management of the facilities as a critical component in the success of the proposals. The Commission also recommended that the proposed thirty-year reference to the term of affordability be eliminated with the goal that the unit be subject to Resolution 830 and be sustained as long-term as affordable-public housing units.

Speakers:

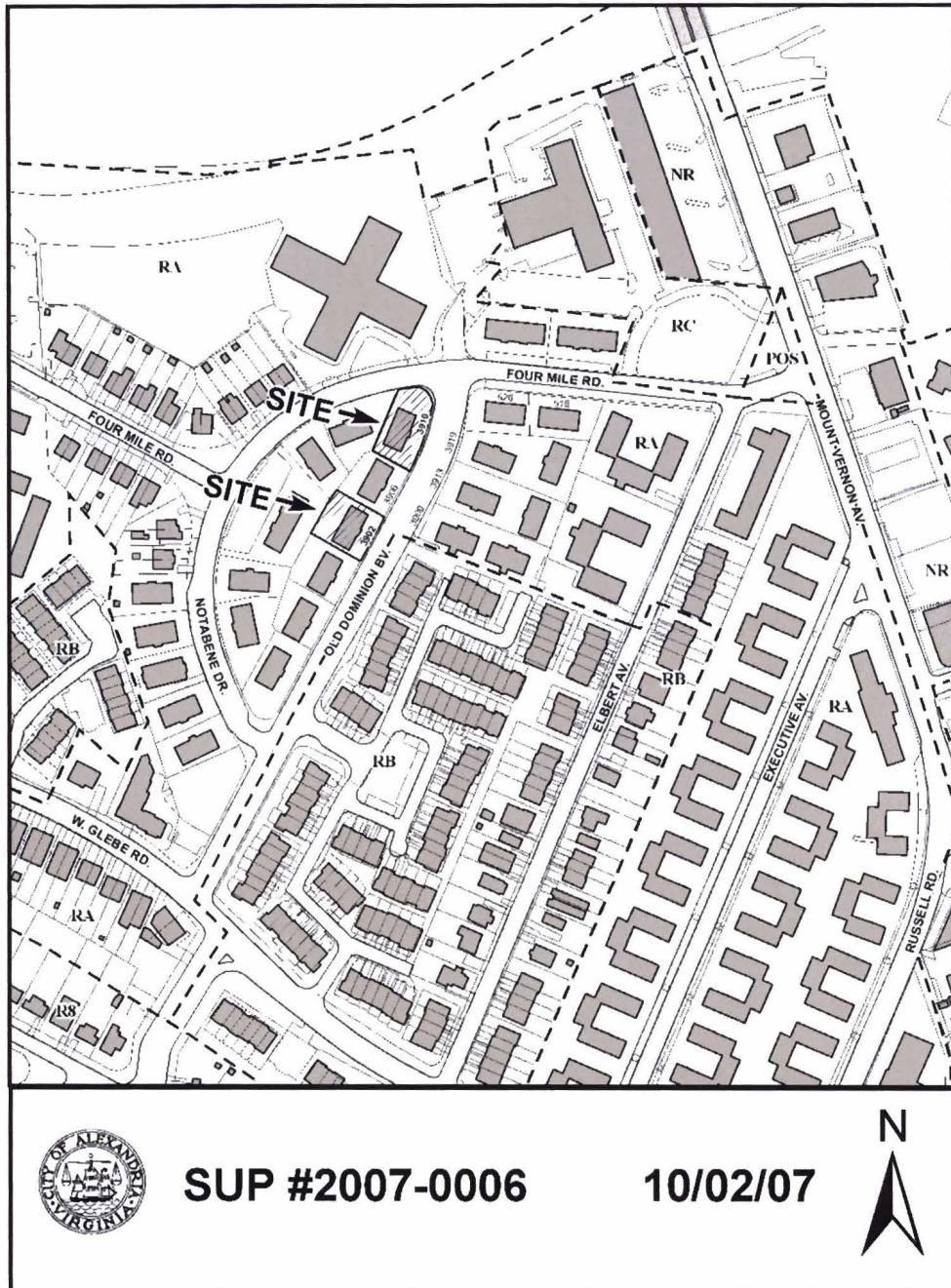
Jonathan Rak, attorney representing the applicants.

Melvin Miller, Chairman ARHA Board, spoke in support of the proposals.











## I. EXECUTIVE SUMMARY:

The Alexandria Redevelopment and Housing Authority (ARHA) and EYA are requesting development special use permit and special use permit approval to renovate and redevelop the Glebe Park properties. Glebe Park currently consists of 152 units, including 40 public housing units and 112 market rate affordable housing units, located at three related sites in West Arlandria. Specifically, the staff recommended proposal would consist of 78 new housing units (48 units at the West Glebe site and 30 units at the Old Dominion East site) and renovation of 24 housing units (on the Old Dominion West site) for a total of 102 units. The proposed 78 new units and 24 renovated units would consist of a mix of 84 public housing rental units, 10 affordable workforce for-sale units and eight (8) market rate for-sale housing units. Of the 152 existing units, 40 of the units are subject to City Council Resolution 830, with one for one replacement of public housing units, if redevelopment occurs.



Fig.1 - Location of Glebe Park Sites

According to the applicant, redevelopment and renovation have become necessary because of the dilapidated condition of the units, 93 of which are currently unoccupied and uninhabitable because of mold and other worsening building conditions. The applicant estimates that the repairs, renovation and redevelopment necessary to make 84 public units habitable on these three sites would cost approximately \$16.3 million. The property's dilapidated condition and escalating vacancy rate have required that ARHA provide infusions of approximately \$600,000 annually in recent years toward maintenance and to pay Glebe Park's \$5.6 million mortgage. While ARHA is current on the property's mortgage, last year HUD required that ARHA submit a corrective action plan to bring all of the vacant units back online or otherwise face potential foreclosure.





Fig. 2: WEST GLEBE – Proposed Site Plan

To fund the redevelopment, ARHA issued an RFP to developers to seek out methods to fund the renovation and reconstruction of its properties. EYA was selected through the RFP process. ARHA's proposal is to fund the renovation and redevelopment of Glebe Park through income to be derived from the land sales and mixed-income redevelopment of the ARHA's James Bland property and through competitive low income housing tax credits. ARHA has also requested the City loan ARHA funds for the project. In addition, several weeks ago ARHA announced that it would apply for a HOPE VI grant from the U.S. Department of Housing and Urban Development (HUD) which will grant a total of about \$90 million. There will be only a few recipients nationwide and the process is highly competitive. The deadline for applying for the HOPE VI grant is November 7, 2007. Simply stated, the finances of Glebe Park are complex, and as of to date, remain under discussion.

As discussed in more detail below, there was a considerable amount of concern from the community regarding the number of public housing units and density proposed for the redevelopment of three Glebe Park sites. As a result, a stakeholders group was created to discuss potential options for the sites. While the stakeholders did not reach consensus, the civic groups, which represent most of the residents within the area, did support the addition of market rate and workforce units, especially on the Old Dominion East parcel. The current staff recommendation is to provide 8 for-sale market rate units, 10 for-sale workforce units and 12 public housing rental units on the Old Dominion East site, rather than the 28 public housing rental units and 6 for-sale market rate units originally proposed by the applicant in March. In addition to the renovation and construction at Glebe Park, the financing must also cover the cost of relocating and constructing 16 public housing units displaced from the Old Dominion East site.



Fig. 3: OLD DOMINION EAST – Staff Recommended Site Plan



Fig. 4: OLD DOMINION WEST – Existing Building on Corner

Staff recommends approval of these proposals for Glebe Park because, on a case by case basis, each of the proposals for the three sites includes benefits, are compatible with the Glebe Park neighborhood, and improves the condition of the individual properties involved.

## II. STAKEHOLDERS GROUP:

ARHA and EYA submitted conceptual site plans for the West Glebe and Old Dominion sites in the fall of 2006 and held subsequent community meetings. Citizens living in the area raised a number of questions and concerns with the proposed development such as:

- the potential for creating a mixed income community through redevelopment on the ARHA Glebe Park sites;
- the perception that Arlandria already has a large number of properties with assisted housing units and is at capacity;
- the concern that the Glebe Park development cases are proceeding before the larger James Bland development plan is considered;
- the need for ARHA to look at its properties as a whole entity and have a master plan for them; and
- and concern about density.

After several City Council workgroup meetings, the City decided that a stakeholders group was needed to ensure that the community be informed about the status and specifics of each proposal. The stakeholders group meetings were open to the public, and the group consisted of one representative from each of the following organizations;

- Lenox Place Civic Association,
- Arlandria Civic Association,
- North Ridge Civic Association,
- Warwick Village Civic Association,
- Brighton Square Civic Association,
- Parkfairfax Condominium Association,
- Affordable Housing Advisory Committee,
- Arlandria Chirilagua Housing Cooperative,
- ARHA Resident Council,
- Tenants and Workers United, and
- Alexandria Housing Action.

The stakeholders group held public meetings during the spring and summer of 2007. It heard extensive explanation and background information on Glebe Park's history, on the condition of the buildings, on the potential for HUD foreclosure and on affordable housing generally. At the meetings, the group also learned about and considered the various redevelopment options for Glebe Park, including the outright sale of the property and postponing redevelopment. It also reviewed the original ARHA/EYA redevelopment proposal for Glebe Park and the potential financial connection of James Bland redevelopment to the Glebe Park program.

Redevelopment of the Glebe Park properties involves competing goals for various stakeholders, and these goals received extensive discussion, including the appropriate mix of income levels for the residents of the development, the cost of redevelopment, parking needs and demands, and the critical timing of the cases as a result of financing issues.



The overall consensus of the stakeholder group was divided, with about half of the group (largely affordable housing advocates with some residents) favoring the original EYA proposal which includes public and market rate housing. The other half of the group (civic association representatives) supporting the incorporation of more market rate units and the inclusion of affordable workforce units. Two members (one in each category) suggested alternative solutions. (Please refer to the Stakeholder's Report for a more in depth discussion of this process). Since the civic groups comprise the majority of the community's residents, staff is recommending approval of a revised proposal for Old Dominion East that consists of 30 units, and incorporates both market rate and affordable workforce for-sale units.



### III. BACKGROUND/HISTORY:

#### A. *Affordable Housing Plan*

As previously noted, Glebe Park currently consists of 40 public housing rental units and 112 market affordable rental units. The 40 public housing units are covered by Resolution 830, which mandates that all public housing units must be replaced on a one-for-one basis with publicly-assisted housing. The proposed Glebe Park redevelopment eliminates the 112 market affordable rental units, and provides a total of 84 publicly assisted rental units (60 new and 24 rehabilitated), 8 market rate for-sale units, and 10 for-sale workforce units. Of the 84 new public housing units, 44 units are intended to be a relocation resource for households that will move from James Bland in the next phases of the overall EYA/ARHA redevelopment plan (subject to the required development approvals from the City), and would be consistent with the James Bland unit sizes and types. (Please note: for a number of reasons, the redevelopment of ARHA's Andrew Adkins site has been removed at this time from EYA and ARHA's near-term redevelopment scheme.) The following table summarizes the changes in the number of units and bedrooms. As shown in the table, 84 of the 102 proposed units (82%) will be Section 830 rental units.

**Table No. 1**  
**Glebe Park - Existing and Proposed Unit/Bedroom Counts**

	Existing Units	Proposed Units	Existing Bedrooms	Proposed Bedrooms
<b>West Glebe - New Construction</b>	56 ARHA (1 1-BR, 52 2-BR, 3 3-BR)	48 ARHA (10 1-BR, 4 2-BR, 20 3-BR, 14 4-BR)	114 ARHA	134 ARHA
<b>Old Dominion East New Construction (as proposed by Staff)</b>	72 ARHA (72 1-BR)	12 ARHA (6 2-BR, 6 3-BR) 8 Market Rate (8 3-BR) 10 Workforce (7 2-BR, 3 3-BR)	72 ARHA	30 ARHA 24 Market Rate <u>23 Workforce</u> 77 Total BR
<b>Old Dominion West - Renovation<sup>1</sup></b>	24 ARHA (24 1-BR)	24 ARHA (24 1-BR)	24 ARHA	24 ARHA
<b>TOTAL</b>	152 ARHA (97 1-BR, 52 2-BR, 3 3-BR)	84 ARHA 8 Market Rate <u>10 Workforce</u> 102 Total Units	210 ARHA	188 ARHA 24 Market Rate <u>23 Workforce</u> 235 Total BR

On March 9, 2007 ARHA submitted an application for low income housing tax credits to the Virginia Housing Development Authority (VHDA) for the Old Dominion East project. In April, ARHA was informed that their application did not score enough points in the competitive process to be awarded tax credits, and the Glebe Park redevelopment applications were deferred from the Planning Commission's May docket.

Projected rents for the Glebe Park project, based on the most recent Low Income Housing Tax Credit (LIHTC) property rent limits, are:

One bedroom:	up to \$1,063.00
Two bedroom:	up to \$1,276.00
Three bedroom:	up to \$1474.00
Four bedroom:	up to \$1,644.00

#### ***D. Relationship to James Bland Redevelopment***

The deteriorating condition of the properties, the high vacancy rate and ARHA's limited financial resources necessitate the redevelopment Glebe Park properties to be coupled with the redevelopment of the James Bland properties. ARHA does not have the financial wherewithal to begin the costly redevelopment of the Glebe Park properties without the redevelopment of James Bland into a mixed income use. (For sale townhouses and public housing similar to those at Chatham Square.)

The Bland sites cover five City blocks and require significant outreach to the affected ARHA residents and surrounding neighborhoods. It is estimated that community outreach and achieving the necessary land use approvals to redevelop the various sites for mixed income cannot be accomplished prior to the fall of 2008. Since a large portion of the funding to finance ARHA's Glebe Park projects is planned to come from the sale of townhome lots to EYA at the James Bland properties, these proceeds will not be realized unless and until the appropriate City approvals are made sometime in 2008.

The Bland properties have 194 existing public housing units, and it is anticipated that 44 of those units will be relocated to the Glebe Park properties. For the entire Glebe Park and James Bland developments to be financially viable, there is a need for a certain density and number of market rate units to be located on James Bland. Although the public process has not begun for the Bland redevelopment, it is anticipated that at least 16 additional public housing units will need to be relocated from the Bland property to another City location. The relocation of additional units is necessary due to the staff recommended reduction of public housing units on Old Dominion East from 28 to 12. The City's Office of Housing is currently looking at various options and receiving sites that may be available for these units.



Fig. 5: James Bland Aerial

#### ***E. Ability to Provide a Mix of Uses on Glebe Park Sites***

One of the issues raised by the stakeholder group was whether a mixture of units like Chatham Square could be built in Glebe Park. Even assuming it were possible economically (which is highly unlikely) to build more market rate units in the Glebe Park development, it would be physically impossible to achieve a Chatham Square type of mixed development in West Arlandria. The ARHA land parcels there are simply too small, too narrow and too shallow to



allow either a high number of units, permitting a reasonable mixture of types that a successful mixed-income development requires. In addition, the zoning, while allowing moderate densities (27 units per acre), is not sufficient for a large, urban development similar to Chatham Square. The potential for rezoning would require a thorough study of the traffic, parking and other impacts of a denser zoning for the entire neighborhood, and over time the potential loss of hundreds of affordable housing units. The master plan which now calls for retention of the existing neighborhood character, not urbanization, would also have to be changed. In any event, rezoning alone would not allow for a significantly different development approach for public housing on the Glebe Park sites because of their size and shape.

Even if additional land were purchased and added to the ARHA parcels, a study of such an assemblage found that the sites were still too small for a Chatham-style mixed income project. Specifically the parcels are too shallow and the configuration of the blocks too limited to allow the size and flexibility required to achieve the underground parking, urban densities and the mixed income project that some neighbors would like to see.

#### ***F. Arlandria West Neighborhood Context***

The Arlandria West neighborhood is a long triangle bordered by West Glebe Road on the south, Four Mile Run on the north and Mount Vernon Avenue on the east. The neighborhood has been completely developed for many years, with moderately dense residential uses as the predominant land use. Some industrial and strip commercial uses are located within the neighborhood at its western end along West Glebe Road.

Residential uses consist primarily of 1940's, medium density, two and three story apartments, townhomes and two-family buildings. Examples include the large Presidential Greens development, which spans several blocks located at the far eastern end of the neighborhood and Kingsport, with 400+ apartment units which is directly adjacent to the West Glebe site. In addition, two large apartment buildings built in the 1960s are located on Four Mile Run Drive at the north border of the neighborhood, including the 14 story Portals Apartments and the five story New Brookside Apartments complex. More recently, several townhouses have been developed as part of the Sunnyside development on Elbert Avenue. The most recent development in the area is a 103 townhouse unit complex known as Lenox Place, built in 1994 and located immediately south of the proposed Old Dominion East redevelopment proposal (DSUP #2007-0031), and extending south all the way to West Glebe Road. The other recent development is Ellsworth Place (DSUP #2003-0003), which is currently under construction on West Glebe Road.



Fig. 6: Adjacent New Brookside Apts



Fig. 7: Adjacent Lenox Place Townhouses



Another concern raised by the community was the overall concentration of lower income housing within the neighborhood. In addition to ARHA's 152 units in Glebe Park, there are several other housing developments providing both publicly and privately assisted and affordable housing, including Community Lodgings (three properties), the Arlandria/Chirilagua Housing Cooperative, New Brookside, Wesley's Beverly Park Apartments, and a property owned by the Alexandria Community Services Board. There are also higher priced housing options available in the Glebe Park neighborhood, including Brighton Court townhouses, The Portals Apartments, and Lenox Place townhouses (although 6 units within Lenox Place are subsidized for affordable homeownership). In addition, 24 new three story townhomes are now being built along West Glebe Road, in the Ellsworth Place development. And the even higher priced single family neighborhoods of Beverly Hills and North Ridge are located immediately to the south of the area, across West Glebe Road.



Fig. 8: Nearby Garden Apartment

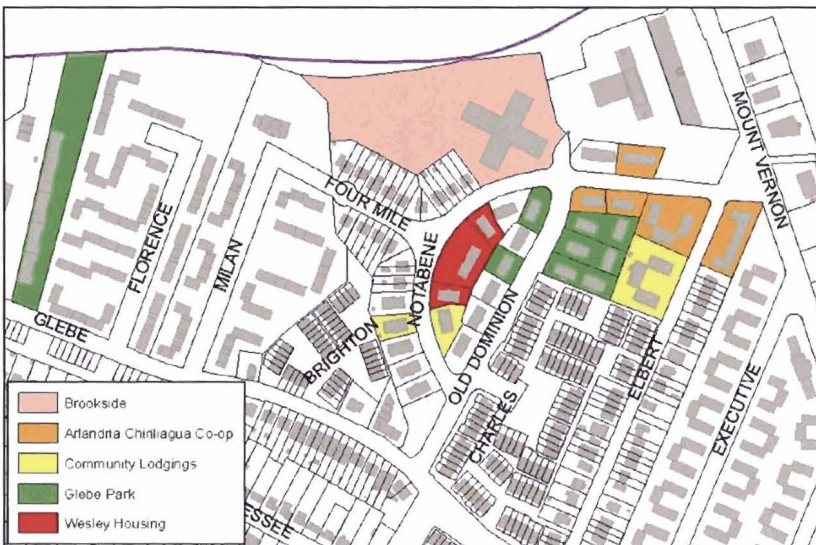


Fig. 9: Assisted Housing in Arlandria

According to the City's Office of Housing, while there is a concentration of lower rental housing units in Arlandria West, there are many other areas of the City with similar concentrations, and Arlandria West does not have the highest concentration in the City. So, Glebe Park is similar to several Alexandria neighborhoods where the City is able to maintain an affordable housing stock. Given market rates and land values throughout the City, it is essential for the City to maintain all existing affordable housing opportunities here if the City is to retain its citywide diversity, a strong principle of the City's Strategic Plan. Council looked at this very issue regarding Arlandria in 2005 (6/28/05, docket #27) when it voted to approve a loan for Wesley Housing's purchase and renovation of the 41-unit Beverly Park Apartments building on Notabene Drive.

#### IV. STAFF ANALYSIS

It is clear that the existing 152 units are substandard both from a housing and land use perspective. The physical condition of the buildings, including past flooding, mold and decay, plumbing and electrical disrepair have resulted in uncorrectable problems. The nine Glebe Park buildings, built in the 1940s and purchased by ARHA 20 years ago are not fulfilling the important public housing purpose for which they were purchased. Moreover, they create an ongoing funding problem for ARHA and, now, a potential future one for the City. There is also a serious potential economic problem with HUD's threatened foreclosure and the possible loss of public land. From both a housing and land use perspective, it is imperative to have safe, attractive and occupied housing.



Fig. 10: EXISTING BUILDINGS – West Glebe, Old Dominion East, Old Dominion West.

There is no question that something has to be done with the Glebe Park buildings. Located in the middle of the otherwise strong, mixed income Arlandria West neighborhood, these nine buildings have a strong negative influence on the neighborhood as a whole. They are unattractive and renewed maintenance is not cost effective. There are an increasingly large number of unoccupied units, leading to boarded up openings, a lack of activity and potential security issues. The City has a commitment to its residents to provide a certain quality of life and to maintain its ethnic diversity, which enriches the residents' daily lives. The redevelopment of these properties will advance the neighborhood with new, high quality residences, improved site designs and enhanced landscaping.

#### V. DEVELOPMENT PROPOSALS

Although the Glebe Park proposals are three separate applications, they need to be viewed as integrated applications, as they relate to each other, and to the future redevelopment of the James Bland property.

- **Old Dominion East**, DSUP#2006-0031 - 30 units, 8 for-sale market rate units, 10 for-sale affordable workforce units, 12 public housing rental units;
- **Old Dominion West**, SUP#2007-0003 – renovation of 24 ARHA rental units without the addition of parking; and
- **West Glebe**, DSUP#2006-0030 - 48 public housing rental units.



## VI. Old Dominion East

### A. *Current Proposal*

The proposal requires a development special use permit for a density bonus as well as a number of site plan modifications for reduced open space, and setbacks. As part of the community outreach, numerous concepts and site layouts were reviewed and discussed. There was a general consensus that of all the layouts reviewed, two of the plans were viewed favorably; the initial plan with 6 market rate townhome units and 28 public housing units and an alternate plan providing an even more mixed income development with 8 market rate units, 10 workforce units and 12 ARHA units. The applicant has chosen to proceed with the latter, with a mix of 8 market, 10 affordable workforce and 12 public housing units.



Fig. 11: OLD DOMINION EAST –  
Recommended Site Plan

The replacement of the ARHA units with market rate and workforce housing units has several financial repercussions that need to be considered;

- The amount of tax credits that can be requested will be reduced as the market rate/workforce units do not qualify for tax credit funds,
- The fewer number of ARHA units at Glebe Park will reduce the number of units that can be transferred from James Bland property, and
- It may become necessary to find other receiving sites when the James Bland property redevelopments, which may or may not require purchase of land.

### B. *Project Description*

The three buildings have been spaced so that from the street, only two buildings are visible, and they face the street with multiple doors and windows, front yards, individual front pathways, and green space for gardening. The buildings are designed with changes in facades through materials, colors and roof forms, to further indicate that the buildings



Fig. 12: OLD DOMINION EAST –  
Perspective of Bldgs #2 & #3 from Old Dominion Blvd.

contain individual units and families. The drive aisle in the center of the site works to separate the two forward buildings, with trees adjacent to buffer the pavement. Thus, the two buildings along Old Dominion Boulevard appear to be groups of townhouses along the street, not dissimilar to the Lenox Place development to the south.



Fig. 13: OLD DOMINION EAST – Elevations of Buildings #1, #2 & #3

The staff recommended plan is very similar to the initial plan in layout and building design. There are some subtle differences, however, to the overall site layout and building unit types. Building #3 has remained the same with the exception that the units will be affordable workforce units. Building #2 will be entirely market rate units and will have a parking structure on the ground level. The parking structure will be screened from view by “liner” units around its exterior, similar to the buildings at Chatham Square. These “liner” units in Building #3 will have ground level entrances with internal foyers and stairways. Building #1 will not have back to back units and will have a more defined front and rear of the building.

## VII. ZONING

The proposal’s compliance with the RA zone is set out in the table below, which indicates the density increase, parking reduction and modifications requested by the applicant, and provides a comparison to the existing development’s compliance with zoning.

**Table No. 2**  
**Old Dominion East – Zoning**

Property Address: 3909,3913,3919 Old Dominion Blvd.				
Total Site Area: 52,016 sf or 1.19 Acres				
Zone: RA / Multi-family				
Proposed Use: Residential Multi-family				
	Existing	Permitted/Required	Initial Plan	Staff Recommended Plan
<b>Site Area</b>	52,016 sf		Lot 1: 9,434 sf Lot 2: 42,582 sf	Lot 1: 19,200 sf Lot 2: 16,816 sf Lot 3: 16,000 sf
<b>FAR</b>	0.83	0.75; 0.90 w/ SUP	0.85	0.77
<b># of Units</b>	72*	32; 38.4 w/ SUP	34 units Lot 1: 6 Lot 2: 28	30 units Lot 1: 12 Lot 2: 8 Lot 3: 10
<b>Density</b>	60.5 units/acre (u/a)*	27 u/a or 32.4 u/a with SUP	28.4 units/acre** Lot 1: 27.7 u/a ** Lot 2: 28.8 u/a **	26 units/acre Lot 1: 27.3 u/a ** Lot 2: 21 u/a Lot 3: 27.3 u/a **
<b>SETBACKS</b>				
<b>Front Yard</b>	31'	20'	21'	15.09' ***

<b>Side (north/south)</b>	<b>Yard</b>	7.4' */ 10' *	1:2 / 16' min (20')	10' / 15.21' ***	9.16' / 18.56' ***
<b>Rear Yard</b>		19'	1:1 / 8' min (40')	10' ***	10' ***
<b>Height</b>		25'	45'	39.6'	< 45'
<b>OPEN SPACE</b>		519sf/unit *	800 sf/unit	665 sf / base unit	651 sf / unit
<b>Lot 1</b>				Lot 1: 6,842 sf (1,140 sf/unit)	Lot 1: 8,149 sf (679 sf/unit) ***
<b>Lot 2</b>				Lot 2: 14,445 sf (515 sf/unit) ***	Lot 2: 4,929 sf (616 sf/unit) ***
<b>Lot 3</b>					Lot 3: 6,456 sf (645.6 sf/unit) ***
<b>Total</b>		37,381sf	25,600 sf	21,287 sf	19,534 sf
<b>Parking</b>		0	59	39**	62 – 64 sp. **

\* Zoning noncompliance today

\*\* SUP approval required

\*\*\* Modification Requested



## VIII. STAFF ANALYSIS

Staff supports the revised plan, which incorporates market rate, affordable workforce units and public housing units, because it addresses many concerns that were raised by the community in that it provides a diverse mixture of economic housing types. It retains affordable public housing while providing affordable workforce and market rate units. Incorporating another economic unit types adds to the diversity of the neighborhood. Although the housing issues presented by this and the other Glebe Park cases are challenging in terms of the City's overall housing policies, staff recommends moving forward with the Glebe Park renovation and redevelopment cases in order to retain affordable housing stock and make it significantly better for ARHA residents and for the neighborhood as a whole.

### *A. Density*

The initial plan was for 28 affordable public housing units and 6 market rate units for a total 34 units. The plan would require site modifications, a parking reduction, and a density bonus. Given the extended community outreach for this proposal, staff is recommending that the City consider the revised plan with the more diverse economic mixture of 12 affordable public housing units, 10 affordable workforce units and 8 market rate units for a total of 30 units. This recommended plan conforms to the RA Zone District's density, which would allow up to 32 units on the site. The proposal is requesting a modest increase to FAR from the permitted 0.75 to 0.77. Section 7-700 of the City's Code allows for FAR, density, height and reductions for parking when a proposal provides for affordable housing. The proposed 0.77 FAR is comparable to the adjoining garden apartments. This proposal is 67% affordable and therefore, although the increase is discretionary, staff believes it is a reasonable request.



Fig. 14: OLD DOMINION EAST –  
Aerial Perspective of Initial Plan

During the many community meetings density was discussed at length, not just the unit count, but also the bedroom count, or “people density”. Although the initial plan did reduce the bedroom count by 7 bedrooms, the recommended plan will actually increase the bedroom count by 5. The recommended plan includes 6 two-bedroom and 6 three-bedroom ARHA units, 8 three-bedroom market rate units and 7 two-bedroom and 3 three-bedroom workforce units. The number of ARHA bedrooms will be 30, substantially less than the existing 72.

### *B. Parking*

The applicant hired Wells & Associates to perform a parking demand analysis for the Glebe Park sites. The results of the survey are as follows:

**Table No. 3**  
**Survey of City Public Housing Parking**

Public Housing Facility	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm	Total Number Of Units	Parking Provided	Maximum Spaces Used/Unit	Proposed
Duke Street (Arell Court)		10			10	16 1.6sp/unit	1.2	
28 th Street		7	8		15	26 1.7 sp/unit	0.7	
West Braddock Road			10		10	16 1.6 sp/unit	1.3	
Yale Drive			6	4	10	13 1.3 sp/unit	1.3	
S. Bragg			7	8	15	25 1.6 sp/unit	0.5	
Sanger Avenue		4	5	1	10	15 1.5 sp/unit	0.9	
Old Dominion East	72				72	0	0.12*	1.75 sp/unit
Old Dominion West	24				24	0	0.12*	On-street
West Glebe	1	52	3		56	57	0.25*	1.12 sp/unit

\* Based on parking survey and number of existing occupied units.

The above table indicates that the spaces provided for each bedroom for other public housing ranges from 1.7 to 1.3 sp/unit. The number of spaces occupied range from 1.3 to 0.7 cars/unit. The average number of cars for each facility was 0.9 sp/unit. While the parking demand for the Yale Street complex (1.3 sp/unit) was deficient at the time of the survey, the other facilities with higher parking ratios routinely had a surplus of extra parking spaces. The maximum number of parking spaces occupied/unit are based



Fig. 15: OLD DOMINION EAST –  
Massing Model from Parking Lot



upon visual surveys of each lots for an entire week (Mon-Sun) during evening hours of 10:00 PM to 11:15 PM. Based on the unit mix the maximum ratio/bedroom is 1.3 provided at other public housing facilities. While the parking ratio recommended by staff is lower on West Glebe, the parking ratio is within average parking ratio for other public housing units. In addition, staff is recommending the parking ratio on West Glebe due to the desire to retain additional open space adjacent to Four Mile Run. For Old Dominion, the parking ratio is considerably higher than parking provided for other public housing facilities. Staff supports the proposed parking reduction based upon other comparable public housing facilities within the City and in an attempt to balance parking and open space.



Fig. 16: OLD DOMINION –  
Existing Street Parking on Old Dominion Blvd. (looking south)

### ***C. Subdivision/Out Lot***

Since the applicant has modified the initial plan and provided a more economically diverse development, the mixture of unit type and targeted ownership groups has generated the need to subdivide the property into three lots as depicted in *Attachment #2*. One of the lots created in this subdivision will be a lot without street frontage, or an “outlot”. The Zoning Ordinance requires special use permit approval for outlots. Staff generally has concern regarding approval of outlots, because they are usually proposed as a mechanism to permit additional density. In this case the proposed subdivision does not permit additional density and the overall layout of the multifamily building is consistent with the character of the neighborhood.

### ***D. Open space***

The proposal has open space areas around the perimeter of the property, along pedestrian pathways and between the buildings. The proposal has approximately 19,534 sq ft of open space, although it is 4,466 sq ft less than required by the RA Zone, it comprises 37% of the site.

### ***E. Proximity to Services***

Because the proposed Old Dominion East project will include families and children, staff has investigated whether there are sufficient community services for the families who will live in the new development. A neighborhood park is within 500 feet of the site, Le Bosquet at Sunnyside. It is also within walking distance of two major recreation areas of the City; the Charles Barrett playground and recreation center and the Four Mile Run Park, with its athletic fields, passive open areas and waterfront banks. The Charles Barrett elementary school is also within walking distance.



There is bus service DASH AT3 bus service on West Glebe Road, and Mount Vernon Avenue, which is within walking distance, provides some of the best transit service in the City. Mount Vernon Avenue also provides convenience shopping and services for residents of the West Glebe residential project.

These services help to make the neighborhood a good one for residential uses, including the existing and future families who chose to live there.

#### ***F. Green Building & Sustainable Elements***

Staff is recommending that the project make every to implement a “green” technology system such as EarthCraft or a comparable certification. These organizations for “green” technology have been developed for residential projects. These residential systems are similar to the LEED system which tends to be more appropriate for non-residential development. Like LEED, they are a points-based program. Unlike other sustainable programs for residential development that rely on self-certification by developers, EarthCraft involves a third-party verification. This adds credibility to the certification, and ensures a high success rate of certification because the third party consultants work with the contractors in the preconstruction and early construction phases to resolve compliance issues.

#### ***G. Zoning Modifications***

##### Yard Modifications

###### Bldg #1

- The required 20’ side yards to be reduced to 8’ on the west and 10’ on the east.
- The required 40’ rear yard is reduced to 10.90’.

###### Bldg #2

- The required 20’ front yard to be reduced to 15.09’.
- The required 20’ side yards to be reduced to 9.16’ on the north and 19.57’ on the south.
- The required 40’ rear yard to be reduced to 8’.

###### Bldg #3

- The required 20’ side yard to be reduced 18.56’ on the south.

Staff is supportive of the requested modifications for the above yard dimensions, even though there are many of them. Most of the reduced yard dimensions are the result of the proposed subdivision of the property. If the property were to remain in its entirety, only three modifications would be necessary. In each case the modifications are modest, and the adjacent buildings are a distance away. Furthermore, the modifications are required in order to balance units, parking and open space on the subject property. The addition of a landscape buffer along the perimeter further mitigates the setback reductions.

## IX. CONCLUSION

Staff recommends approval of the Old Dominion East proposal subject to the recommended conditions attached at end of report.

## X. OLD DOMINION WEST

### A. *Project Description:*

The proposal for Old Dominion West is for the rehabilitation of two buildings that reside on two, non-contiguous lots. Each building contains twelve, one bedroom apartments for a total of twenty-four units. The exterior foot print of the buildings will remain the same, however, since the improvements will exceed 33-1/3% of the value of the building, the rehabilitation therefore constitutes as a “significant alteration” and is required to conform to the City’s current parking requirements. These two renovations would require a total of 32 on-site parking spaces. Given the small lot sizes and central location of the existing buildings, providing any parking, never the less 32 spaces, is an insurmountable challenge and therefore ARHA is requesting relief from this provision in the City’s code.

The first 12 unit building is located at 3910 Old Dominion Blvd. It is a corner lot consisting of 9,417 sq ft. The existing building is approximately 34 feet wide by 69 feet long. It is 2 ½ stories with garden level apartments on the lowest level. The building is a very simple structure with one entrance in the front of the building. The one bedroom apartments are small, containing approximately 550 sq ft. Although small, these apartments fill a need for the local residents and provide affordable housing.

This building has limited land area on either side and in the rear. The interior side yard has potential to provide two on site parking spaces; however, to gain vehicular access to the site you would be eliminating several existing on street parking spaces, so there would be no net gain. The other side yard is located on a curvilinear corner and does not provide adequate site distance to enter or exit the property. The rear yard is too narrow to accommodate vehicles. Furthermore, trying to provide on site parking will reduce the sites already limited greenery and create an aesthetically undesirable alternative with cars parked adjacent to the building.

The second site is equally constrained. It is located at 3902 Old Dominion Blvd and is even smaller than the first lot with only 8,598 sq ft. The building is again of similar design and size as the first. It is centrally located and although it appears to have more room in the rear of the building for parking, there is not enough width in the side yards to accommodate



Fig. 17: OLD DOMINION WEST –  
Ex. Building on Corner at  
3910 Old Dominion Blvd



Fig. 18: OLD DOMINION WEST –  
Ex. Building at 3902 Old Dominion



safe vehicular movements. Again, gaining vehicular access to the site would eliminate existing on street parking and the net gain would be inconsequential.

## **XI. STAFF ANALYSIS:**

These two 1940's circa buildings are similar to other apartments in the neighborhood that don't have on-site parking and are reliant on the City streets to accommodate their residents' parking needs. Due to the small size of the units (approximately 550 sf) they have served as market rate units for the City's lower income residents.

If the City were to require that the applicant conform to the City's parking requirements, it would create very small parking lots in the front of these buildings, reduce the sites' greenery and severely reduce the number of units by eliminating anywhere from 10 to 12 units, which would be incompatible with the character of the neighborhood.

This proposal does not increase the number of bedrooms beyond the 24 that exist today but is rather renovating the building that is in significant need of repair. The rents will continue to be affordable after the proposed renovation and will range from \$750.00 to \$1,063.00, depending on the applicant's income; which as part of the tax credit application, is limited to 60% of the average median income. (AMI)

Because the proposal does not increase the number of bedrooms, the rents will remain low, servicing a much challenged population and the proposed renovation will not substantively change the parking demand that exists with the current building. In addition, provision of a surface parking against the building would not be compatible with the character of the neighborhood and would eliminate on-street parking spaces.

## **XII. RECOMMENDATION:**

Staff recommends approval of the Old Dominion West proposal subject to the recommended conditions attached at end of report.

## **XIII. WEST GLEBE DEVELOPMENT PROPOSAL**

### ***A. Project Description:***

The proposal requires a development special use permit for a density bonus and reduced parking as well as a number of site plan modifications for reduced open space, and setbacks. The site is long, narrow, and difficult to develop. The proposal will replace a single building containing 56 units with three smaller buildings. The West Glebe development site is a 1.67 acre (72,581sf) parcel that runs from West Glebe Road on the south through to Four Mile Run on the north. It is a long

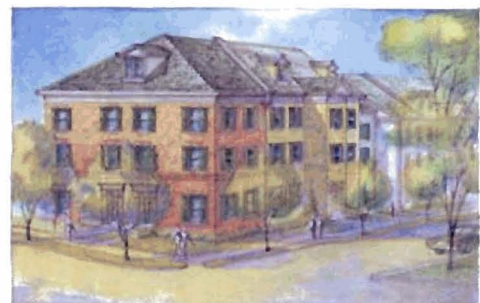


Fig. 19: WEST GLEBE –  
Perspective from W. Glebe Road

narrow parcel – with an average length of 735 feet and with an average width of 100 feet. The site has a gradual slope of 2% to 5% for the majority of the site, with a steep drop as it approaches Four Mile Run that extends across the full width of the northern property line.

The property is bordered on the west by the six acre Dominion Virginia Power office building and storage site, which includes office, storage and staging area uses. The large Kingsport Apartment complexes are located immediately to the east. Directly across the street to the south will be the Ellsworth Place townhouse development, to include 24 fee simple townhouses. Strip commercial development is located along Glebe Road to the west, including, including a gas station, a 7-Eleven and a Pizza Hut.



Fig. 20: WEST GLEBE –  
Adjacent Kingsport Apartments

Today, the site contains one 475 long, 2½ story brick building with 56 residential units and 57 parking spaces. The building has mold, safety issues, and deferred maintenance that costly renovations have not been able to remedy. Only 32 of the apartments are currently occupied.



Fig. 21: WEST GLEBE –  
View of Existing Bldg from W. Glebe Rd.

The proposal is to replace the existing 56 ARHA units with 48 new apartments. The new apartments will be located in three separate buildings, with 24, 14 and 10 units respectively. Four townhouse style units are located in the center of the site, surrounding the interior open space courtyard.

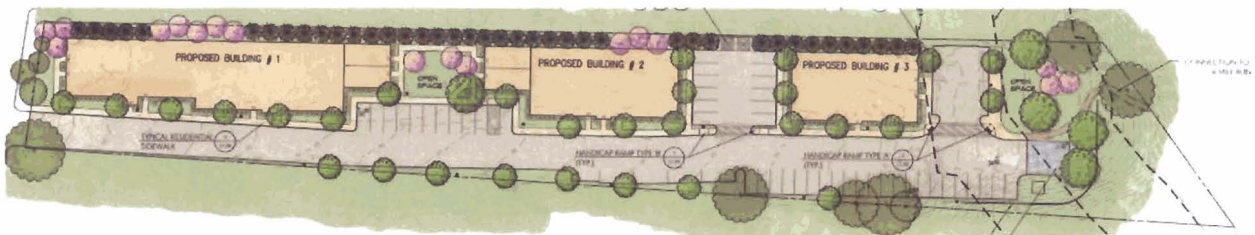


Fig. 22: WEST GLEBE – Proposed Site Plan

The apartments will be owned by ARHA and publicly assisted, so that they are occupied by residents whose incomes are no more than 60% of the average median for the region. The complex will include 134 bedrooms, replacing the existing 114, and will be comprised of 10 one bedroom units; 4 two bedroom units; 20 three bedroom units and 14 four bedroom units. The apartments range in size from 680 sq ft to 1,270 sq ft.



The height of the buildings ranges from 39 to 42 feet tall and the proposed density ratio is 29 units per acre. The proposed FAR is 0.74, based on a gross sf of space of 53,931, whereas the existing gross floor area of the existing building is 56,274 sf and has an FAR of 0.78.

Landscaping is proposed, including street trees, a green setback area along West Glebe Road, ornamental trees along the interior drive aisle and extensive plantings along the Four Mile Run stream bank. Additional amenities, including bike racks, screened transformers and trash receptacles, and the undergrounding of utilities combine to make the new development more attractive, green and conducive to family living as compared to the existing structure and site design.

### ***B. Adjacent Industrial-Commercial Use:***

One of the most difficult aspects of the proposed West Glebe development is its adjacency to an industrial neighbor to the west. Dominion Virginia Power owns the neighboring six acre site, and maintains several facilities and utility functions there, including offices, vehicle storage and servicing, staging for regional operations and equipment storage. At the outset of this project, staff contacted the utility in discussion, hoping that future redevelopment plans could be anticipated in the near future and that a combined development plan, or at least, overlapping development elements, could be pursued. While agreeable in theory, and open about eventual plans to sell its valuable Alexandria site, utility representatives stated that the company has no current plans to leave the property. Because of the increase in housing and development in the Northern Virginia region, the site is a very important location for access to Arlington, Alexandria and other nearby customer and facility service needs.



Fig. 23: WEST GLEBE –  
Adjacent Dominion VA Power

The Dominion Virginia Power site, while important to its owner, represents a difficult and unattractive neighbor for residential development and especially for families. Storage of large canisters of wire, utility vehicles, and other debris occupy the site, and especially its eastern perimeter, next to the proposed West Glebe buildings.



Fig. 24: WEST GLEBE –  
View of Dominion Power from site

Short of recommending against any residential use of ARHA's West Glebe property, staff has attempted to build in safeguards against the existing conditions, and at the same time to look forward to the future redevelopment of the Dominion Virginia Power site, estimated by the company to be in the 10-15 year time frame. For example, the buildings are built close to the west property line, in order to focus the view and active areas of the West Glebe site to the east, away from the industrial site. In addition, the site plan for West Glebe includes two potential access points to the adjacent site so that future development could share access through the West Glebe site to help reduce the need of additional West Glebe Road access points. Finally, the treatment of the north part of the West Glebe site, at Four Mile Run, looks forward to the day when both properties share a pedestrian access along that waterway.

## **XIV. ZONING:**

The proposal's compliance with the RA zone is set out in the table below, which indicates the density increase, parking reduction, modifications requested by the applicant, and recommended staff changes. The table provides a comparison to the existing and proposed development's compliance with zoning.

<b>Property Address:</b>		813 West Glebe Road		
<b>Total Site Area:</b>		72,581 sf or 1.6662 acres		
<b>Zone:</b>		RA / Multifamily Zone		
<b>Current Use:</b>		Residential Multi-Family		
<b>Proposed Use:</b>		Residential Multi-Family		
	Existing	Permitted/Required	Proposed	Staff Recommended
<b>FAR</b>	0.78	0.75 or 0.90 w/ SUP	0.74	
<b># of Units</b>	56*	44 units or 53 w/ SUP	48*	
<b>Density</b>	33.6 units/acre (u/a)*	27 u/a or 32.4 u/a with SUP	28.8 units/acre*	
<b>Frontage</b>	69'	50'	69'	
<b>SETBACKS:</b>				
<b>Front Yard</b>	60'	20'	15.79'***	
<b>Side yard (west/east)</b>	6.1' * / 36'	1:2 / 16' min (20-21')	6.5' *** / 35'	
<b>Rear Yard</b>	150'+	1:1 / 8' min (43')	120'+	
<b>Height</b>	30.4'	45'	42'	
<b>OPEN SPACE</b>	395sf/unit *	800 sf/unit	561 sf/unit ***	Approx. 575 sf/unit ***
	22,092	35,200sf	24,681 sf	Approx. 25,240 sf
	30.4%	48% of total site area	34%	35%
<b>Parking</b>	57*	95	54**	51**

\* Zoning noncompliance today, \*\* SUP approval required, \*\*\* Modification Requested

## **XV. STAFF ANALYSIS**

Staff supports the proposed West Glebe development because it retains public affordable housing while improving the context considerably. Although the housing issues presented by this and the other Glebe Park cases are challenging in terms of the City's overall housing policies, for economic as well as to retain affordable housing stock, staff recommends moving forward with the Glebe Park renovation and redevelopment cases. While the shape of the parcel requires a



balancing of competing needs, such as open space and parking, staff recommends approval of the proposal, as modified by staff's recommendations.

### ***A. Four Mile Plan***

The recently adopted Four Mile Run Plan presents a long range vision for an environmentally healthy and accessible Four Mile Run. There are three aspects of the plan that affect consideration of the West Glebe development, as well as the other components of the Glebe Park program. First, the Plan includes goals generally for any development that occurs along its borders, including the following:

- *New development should engage and open up to the stream;*
- *Minimize impervious surfaces and all new hardscaped areas should utilize pervious materials, to the maximum extent possible.*
- *Use of native vegetative species within the Four Mile Run stream corridor.*
- *All new buildings within the study site should be designed with green roofs.*
- *Parking facilities will be located at the rear of buildings, away from the edge of the stream; and*
- *Vehicles will not be permitted to access the edge of the stream.*

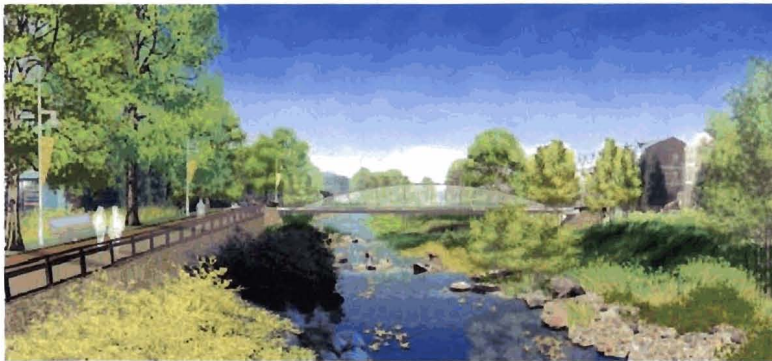


Fig. 25: FOUR MILE RUN PLAN – Vision

Second, the Plan includes a generalized vision of the physical development and amenities in the area where the West Glebe development is located. In addition to a reconfigured West Glebe/South Glebe Road intersection west of the site, the Dominion Virginia Power site, and the lands to the west of it are shown to include open space, with playing fields and other recreational opportunities. One of the primary goals of the Plan is to open the Four Mile Run area to pedestrians, making the water an attractive feature for passive and active recreation, as well as a connection between Arlington and Alexandria. Finally, the Four Mile Run Plan addresses the communities that surround the stream, stating as an objective to promote equity and preserve diversity by increasing the supply of affordable housing.

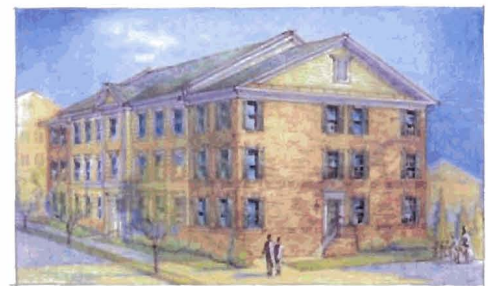


Fig. 26: WEST GLEBE –  
Perspective of Bldg #3 from Four Mile Run



Fig. 27: FOUR MILE RUN PLAN - Vision

Staff has worked with the applicant to provide as much green space and buffer as possible next to Four Mile Run to ensure the future greenway and trail could be completed as part of future redevelopment of the adjoining sites. Staff has also recommended a public access easement for the area adjacent to Four Mile Run to ensure the potential future use of this property. The applicant has worked with staff to push the building farther away from Four Mile Run however there is still a considerable amount of parking proposed within the Resource Protection Area. Therefore, staff is recommending eliminating some parking spaces from the area adjacent to Four Mile Run to provide additional on-site open space, reduce the size of the proposed retaining wall, and provide a large buffer next to the stream.

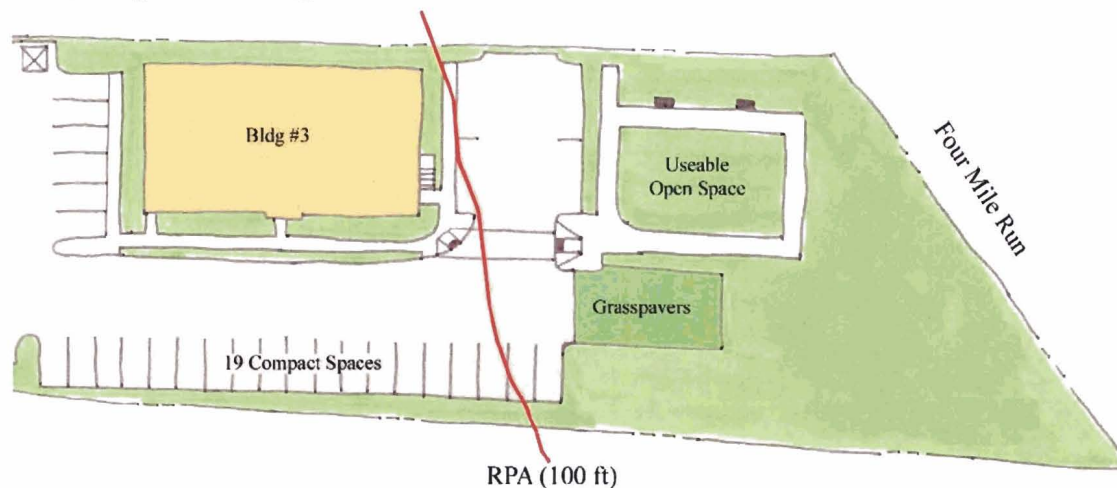


Fig. 28: WEST GLEBE – Staff Recommended Parking & Open Space Design

The staff recommendation would result in the loss of parking spaces but would provide the additional open space, which staff believes can be justified by the parking study for the public housing units. The recommendation is an attempt to balance the parking demands and the vision of the Four Mile Run Master Plan and bring the proposal into greater compliance with the amount of open space required by the Zoning Ordinance.



### ***B. Project Density***

The traditional method of describing density is a comparison of both the mass or floor area in a project and the number of dwelling units to the land area of the development parcel. In the current application, the proposed 48 apartments amounts to four more units than allowed by the density per acre limits of the RA, but several less than the 56 units now located on the site. The proposed 48 units is equivalent to 28.7 units per acre, exceeding the 27 units per acre permitted by the RA zone. The floor area in the proposal is well within the zoning limits for mass; the RA zone permits a 0.75 FAR and the project FAR is proposed at 0.74.

While the total number of units on-site has decreased from 56 to 48, the proposal contains more bedrooms. Specifically, instead of 114 bedrooms, primarily three and four bedroom units, the proposed development includes a total of 134 bedrooms, including: 10 one bedroom units, 4 two bedroom units, 20 three bedroom units, and 14 four bedroom units. While not a factor for zoning purposes, the increase in number of bedrooms on site will mean there may be potentially more people on site, and more room for families with children.



Fig. 29: WEST GLEBE – Aerial Perspective of Massing

In any event, the zoning ordinance, which bases density on number of units, provides for an increase of up to 20%, where affordable housing is provided. Here the project is 100% affordable housing, and the four bonus units constitute only a 9% increase, which is less than the 20% zoning limit. Staff supports the bonus density requested.

### ***C. Mass, Scale, Design and Compatibility***

A significant improvement from the current ARHA building is the applicant's ability to break the physical mass of the apartment complex into three different buildings. The existing building is approx. 475 feet long, creating an institutional environment and making it difficult to survey the entire perimeter. Although the narrowness of the site limits the placement of the new buildings, having multiple buildings allows space for open space and parking between structures, and for doorways and activity around them. Although the applicant originally proposed two long buildings, staff recommended the applicant reduce the mass and scale of the proposal by breaking it into three buildings. The result is that the smaller buildings create a more human



scale for residential living and, from a security standpoint, a safer environment. In addition, the size of the smaller buildings is compatible, in fact very similar to the neighboring Kingsport building ends, visible from the West Glebe property, and to other buildings in the immediate area. Finally, the building breaks create opportunity for open spaces, both for a central courtyard, and for additional green areas for landscaping



Fig. 30: WEST GLEBE – Elevations of Bldgs. #1 and #3

The proposed buildings will be designed with a mixture of brick, both natural and painted and horizontal siding. Variety is achieved through variation in siding materials, window shutters, trim and cornice styles and heights. There has been care taken to provide a variety of expression in scales of buildings: several units were combined to give the appearance of a grand colonial "manor house," using color to tie the pieces together, while other pieces are expressed as smaller townhouse-scale elements. A variety of roof and cornice heights and slopes are used to break up the roofline, and a lower element serves as a "hyphen" to give the sense of a building break in the longer element. A hipped roof provides a more direct approach to the Glebe Road frontage. Taller portico elements serve to accent the entries, and recall traditional features from garden apartments in the area.

#### ***D. Open Space***

By spreading the building footprint out along the site, there is room for open space and green areas in the front, the middle and the rear of the property, making pedestrian activity and attractive, green areas part of the residential experience. A total of three open space areas are included in the site.

#### ***E. West Glebe Road Frontage.***

The West Glebe Road frontage of the property now contains a large asphalt parking area, but will, in the proposed plan, be landscaped and green. While the front area is small, approximately 40' by 15', it is a much more attractive streetscape for West Glebe Road, and presents a highly desirable entrance for residents.

#### ***F. Central Courtyard.***

The large central area of the site is designed as a community green area, similar to a pocket park. It is approx. 2,500 square feet in size, with doorways opening onto it for security, and sidewalks around it. In its present configuration, it is 61 feet long and 43 feet wide.



Fig. 31: WEST GLEBE –  
Perspective of Central Courtyard



### ***G. Pedestrian and other Site Amenities***

The development includes street trees and a green area along West Glebe Road, where asphalt and parking exist today. In addition, a row of ornamental trees lines the building face running north and south through the site. This is especially important, given the extremely long north south dimension of the site, and the adjacent paved area for parking. These green areas complement ample pedestrian sidewalks both on the street and within the project, and connect the two open space areas for residents, as well as the Four Mile Run area at the rear of the site. This combined with pedestrian scale lighting along West Glebe frontage will improve the site livability.

### ***H. Yards***

The shape and size of the development property also restricts the ability to arrange the buildings and drive aisle to meet the required setbacks. The applicant therefore requests three yard modifications:

- *Front Yard.* The required 20' front yard setback to be reduced to 15.79'
- *East Side Yard.* Relief from the requirement that no more than 50% of the required side yard be used for parking or driveways.
- *West Side Yard.* The required 21' side yard setback to be reduced to 6.5'.

Staff supports the requested front and west yards modifications due to the severe constraints of the site and by providing some relief from these requirements allows for the design to shift, lessening impacts to the RPA and accommodates a row of trees along the internal drive. In the case of pavement in the side yard, because of the narrowness of the lot, the eastern side yard is almost completely paved because it is the location for the drive aisle and most of the parking for the West Glebe apartments.

For these reasons, Staff supports each of the yard modifications presented by the application.

### ***I. Proximity to Services***

The Charles Barrett elementary school and recreation facility which includes ball fields, playground equipment and a recreation center with numerous athletic and other activities for neighborhood children is within walking distance.

There is DASH AT3 bus service on West Glebe Road, including a bus stop just east of the West Glebe entrance. This service runs from Arlandria to both Braddock and Pentagons Metro stations and to Old Town. In addition, Mount Vernon Avenue which is either within walking or a bus transfer distance provides some of the best transit service in the City.

Both Mount Vernon Avenue and the commercial areas to the west of the site on West Glebe Road provide convenience shopping and services for residents of the West Glebe residential project.

## **XVI. CONCLUSION**

Staff recommends approval of the proposed West Glebe development subject to the recommended conditions attached at end of report.

**STAFF:** Faroll Hamer, Director, Planning and Zoning;  
Jeffrey Farner, Chief, Development;  
Helen McIlvaine, Deputy Director, Housing;  
Patricia Haefeli, Principal Planner; and  
Kristen Mitten, Urban Planner III.





## **XVII. OLD DOMINION EAST - IMPACTS / BENEFITS**

<b>IMPACT/BENEFIT</b>	<b>COMMENTS</b>
<b>Consistency with Strategic, Small Area and Four Mile Run Plans</b>	<ul style="list-style-type: none"> <li>Provides affordable housing for low income households to increase housing opportunities for Alexandrians.</li> <li>Strengthens the existing residential neighborhood and character, conserves existing uses, and provides new development at the same scale and density as the surrounding residential neighborhood.</li> </ul>
<b>Use</b>	<ul style="list-style-type: none"> <li>30 units in three buildings, with two- and three-bedroom units.</li> <li>12 units will be publicly assisted; 10 workforce and 8 market rate units</li> </ul>
<b>Open Space</b>	<ul style="list-style-type: none"> <li>Ground level open space (approx 19,534 sf)</li> <li>37% open space or 651 sf per unit.</li> <li>Increased open space on an overall per unit basis</li> <li>Better use of open space areas for planting, buffering and actual use.</li> <li>Increased landscaping and trees.</li> </ul>
<b>Pedestrian</b>	<ul style="list-style-type: none"> <li>Significantly improved Old Dominion frontage, with landscaping, street trees and doorways and pedestrian lighting.</li> <li>Pedestrian paths through development as well as doorways opening on all sides of each building.</li> </ul>
<b>Building Compatibility</b>	<ul style="list-style-type: none"> <li>Heights, mass and setback similar to nearby buildings</li> <li>Design of buildings is significantly improved.</li> </ul>
<b>Affordable Housing</b>	<ul style="list-style-type: none"> <li>22 units will be affordable, publicly assisted housing for low income residents, replacing 72 substandard units with high vacancy and no potential for renovation.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>Surface parking with 64 spaces provided for 30 units (2.1 ratio), replacing 72 existing units without any off-street parking.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>BMPs and improved drainage system</li> <li>Incorporating sustainable technologies, with EarthCraft certification if possible</li> </ul>
<b>Fiscal</b>	<ul style="list-style-type: none"> <li>Redevelopment will not significantly change the real estate revenues from the property as in private development cases.</li> <li>However, the cost of maintaining the existing Glebe Park buildings and paying the mortgage is approximately \$600,000 a year.</li> <li>The low occupancy in existing buildings and failure to meet benchmarks of agreement with HUD, allows HUD to foreclose on the property, with potential loss of property.</li> <li>Applicant and City are in discussions about the City loaning ARHA the amount to pay off the HUD mortgage.</li> <li>The applicants are requesting a bridge loan from City to be paid back from revenues from market rate lots at J. Bland</li> </ul>



## **XVIII. WEST GLEBE - IMPACTS / BENEFITS**

<b>IMPACT/BENEFIT</b>	<b>COMMENTS</b>
<b>Consistency with Strategic, Small Area and Four Mile Run Plans</b>	<ul style="list-style-type: none"> <li>• Provides affordable housing for low income households, giving all Alexandrians opportunities for housing.</li> <li>• Strengthens the existing residential neighborhood and character, conserves existing uses, and provides new development at the same scale and density as the surrounding residential neighborhood.</li> <li>• Increases access to Four Mile Run for pedestrians, reduces encroachments into stream area buffer and adds native vegetation on stream banks.</li> </ul>
<b>Use</b>	<ul style="list-style-type: none"> <li>• 48 apartments in three buildings, with 1, 2, 3 and 4 bedroom units.</li> </ul>
<b>Open Space</b>	<ul style="list-style-type: none"> <li>• More useable open space, including 2,500 sf central courtyard;</li> <li>• Total 34% open space</li> <li>• Approx. 12,000 sf open area at north end by Four Mile Run.</li> <li>• Increased landscaping and trees</li> </ul>
<b>Pedestrian</b>	<ul style="list-style-type: none"> <li>• Significantly improved West Glebe Road frontage, with landscaping and street trees instead of pavement and parking.</li> <li>• Design allows for future promenade along and pedestrian bridge across Four Mile Run as indicate in the Four Mile Run Plan.</li> <li>• Bicycle racks provided.</li> </ul>
<b>Building Compatibility</b>	<ul style="list-style-type: none"> <li>• Heights, mass and setback similar to nearby buildings</li> <li>• Building mass broken into three components with full breaks.</li> <li>• Design of buildings is significantly improved.</li> <li>• The buffer with the Virginia Power site will remain an issue until that industrial site is redeveloped.</li> </ul>
<b>Affordable Housing</b>	<ul style="list-style-type: none"> <li>• The 48 units will be affordable, publicly assisted housing for low income residents, replacing 56 substandard units with high vacancy and no potential for renovation.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Surface parking with 51 spaces provided for 48 units (1.06 ratio), replacing 57 for 56 units (1.03 ratio).</li> <li>• Proposed parking reduction from required 95 spaces is supported by parking utilization study in neighborhood and experience of applicants at other ARHA properties.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Existing encroachments reduced from RPA by approx. 3,200 sf.</li> <li>• Consistency with Four Mile Run plan goals for riparian planting for increased water quality</li> <li>• Incorporating sustainable technologies, with EarthCraft certification if possible</li> </ul>
<b>Fiscal</b>	<ul style="list-style-type: none"> <li>• Redevelopment will not significantly change the real estate revenues from the property as in private development cases.</li> <li>• However, the cost of maintaining the existing Glebe Park buildings and paying the mortgage is approximately \$600,000 a year.</li> <li>• The low occupancy in existing buildings and failure to meet benchmarks of agreement with HUD, allows HUD to foreclose on the property, with potential loss of property.</li> <li>• Applicant and City are in discussions about a loan to pay off the HUD mortgage</li> <li>• The applicants are requesting a bridge loan for construction to be paid back from revenues from market rate lots at J. Bland</li> </ul>

***XIX. OLD DOMINION EAST STAFF RECOMMENDATION***

Staff recommends **approval** of the Old Dominion East proposal (DSUP2006-0031) subject to compliance with all applicable codes and ordinances and the following conditions.

**A. RECOMMENDED PLAN:**

1. Revise the site layout as generally depicted in *Attachment #1*, dated September 17, 2007 and prepared by Lessard Group and shall provide the following:
  - a. Provide 30 residential units with a mix of 12 public housing units in Building #1, 10 workforce housing units in Building #3, and eight (8) market-rate units in Building #2.

**B. PEDESTRIAN/STREETSCAPE:**

2. The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall also provide the following to the satisfaction of the Director of P&Z:
  - a. Revise the sidewalk along Old Dominion to provide a minimum 4 ft. wide continual landscape strip adjacent to the curb and a 6 ft. wide concrete sidewalk. A perpetual public access easement shall be granted for the portion of the sidewalk on Old Dominion not located within the public right-of-way. All easements and reservations shall be depicted on the subdivision/consolidation plat and shall be approved by the City prior to the release of the final site plan.
  - b. Revise the sidewalk for the internal street between Building #2 and Building #3 to provide a continual 4 ft. wide landscape strip adjacent to the curb and a 5 ft. wide sidewalk.
  - c. Revise all of the proposed internal 4 ft. wide sidewalks (excluding the lead walks) to be 5 ft. wide sidewalks.
  - d. Decorative pedestrian scale black Virginia Power acorn lights shall be provided on Old Dominion (outside the right-of-way) and for the internal drive aisle and parking areas.
  - e. Provide wheel stops for the nine (9) ninety-degree spaces adjacent to Building #1.
  - f. For the curb cut on Old Dominion, the concrete sidewalk shall continue over the proposed curb cut to provide a continuous uninterrupted concrete sidewalk.
  - g. The existing curb cut and paving to the south of Building #3 shall be eliminated.
  - h. The curb radius for the proposed curb cut shall be a 25 ft. radius including the on-street parking on Old Dominion.
  - i. The applicant shall provide two City standard decorative black Iron Site Bethesda Series, Model S-42 decorative black metal trash cans on-site.
  - j. All sidewalks shall be City standard concrete sidewalks.
  - k. All pedestrian and street improvements shall be completed prior to the issuance of the first certificate of occupancy permit. (P&Z)
3. The applicant shall provide four (4) bicycle parking racks at ground level to provide eight (8) bicycle spaces for residents and visitors. Bicycle rack locations are to be located



within 50 feet of the main entrances. Bicycle racks shall be located in a manner that will not obstruct the proposed sidewalks. (P&Z)(T&ES)

4. Accessible ramps shall be designed and installed as per the requirements of Memorandum to the Industry 03-07 dated August 2, 2007. All materials for accessible curb ramps shall conform to City of Alexandria and Virginia Department of Transportation "Special Design Section Drawing No. A59" and the CG-12A, 12B and 12C standard sheet for Detectable Warning surface application. Curb ramps must align with crosswalks. (T&ES)(P&Z)
5. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

**C. OPEN SPACE/LANDSCAPING:**

6. Provide an integrated landscape plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z, T&ES and RP&CA. At a minimum the Landscape Plan shall include the level of landscaping depicted on the preliminary landscape plan of the original EYA submission and shall:
  - a. Provide approximately evergreen and deciduous trees on the southern portion of Building #3 to provide screening on the southern portion of the site. The plantings shall be planted in natural groupings to adequately screen the site.
  - b. Provide additional shrubs, groundcover such as liriope on western portion of Building #1. Provide more layering in the overall landscape design.
  - c. Trees shall not be planted under or near light poles.
  - d. All trees are to be limbed up to a minimum of 6-feet above grade as they mature for natural surveillance.
  - e. No shrubs higher than 3 feet should be planted within 6 feet of walkways.
  - f. The proposed shrubbery should have a natural growth height of 36 inches when it matures.
  - g. Be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
  - h. Provide an enhanced level of detail plantings throughout the site by having layers of plant materials, not just solitary row of shrubs. (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.
  - i. Provide detailed planting plans at a scale of at least 1/8 inch equals one foot, for entrance facades of each building.
  - j. Coordinate above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts. Ensure positive drainage in all planted areas.
  - k. Provide crown area coverage calculations in compliance with City of Alexandria Landscape Guidelines updated April 2007.

- l. Provide breaks in parking area with shade trees in compliance with City of Alexandria Landscape Guidelines.
  - m. All landscaping 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.
  - n. Provide the following notes on drawings:
    - i. "Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC."
    - ii. "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland."
    - iii. "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes." (RP&CA)(P&Z)
7. Graphically depict as part of the final site plan the proposed open space. (P&Z)(RP&CA)
8. The following modifications to the landscape plan and supporting drawings are required:
- a. Provide a mixture of evergreen and deciduous trees from north, east and south property boundaries. Use other species that are found within the surrounding context.
  - b. The deciduous trees planted along the perimeter of the property should be large growing species, such as, Willow Oaks or London Plan Trees.
  - c. All lawn/turf grass areas including parking islands and planting strips along roadways shall be sodded.
  - d. All shrubs shall be installed at a maximum of 30 inches on-center spacing installed at a minimum size of 24 inches. Adjust quantities accordingly.
  - e. Clearly show limits of planting beds and grass areas.
  - f. All grass areas shall be specified as grass sod.
  - g. Each building must have continuous perimeter access that is not blocked or compromised by plantings. Amend plan accordingly.
  - h. Plantings must be coordinated with transformer access. Provide detail for planting screen surround.
  - i. Do not block or compromise FDC connections with plantings.
  - j. Remove references to "City DPCA" from planting notes. No such agency exists in the City of Alexandria.
  - k. Remove conflicting references to Warranty periods from planting notes.
  - l. If evergreen trees are to be specified, provide planting detail.
  - m. Provide location of "root barrier" on planting plans. If not applicable, remove from the detail sheet.



- n. Remove planting detail for “shade trees 6 inches in caliper or greater”. Detail is not applicable to this project.
  - o. Remove planting detail for “annuals and perennials”. Detail is not applicable to this project.
  - p. Remedy conflicts between “typical residential sidewalk” and “tree lawn” details.
  - q. Remove random notes from drawing sheet L1.08 and L1.09 that reference site disturbance. Information is not relevant to information depicted on drawing sheet. (RP&CA)
9. Relocate the proposed stormwater line from underneath the planting island. Move to a more central location of the parking lot to minimize impacts with the proposed landscape islands. (P&Z)
10. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Director of RP&CA.
- 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 in secure box continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions. (RP&CA)

**D. BUILDING:**

11. The developer shall make a best effort to attain Earthcraft (or comparable) certification to the satisfaction of the Directors of T&ES and P&Z. (T&ES)(P&Z)
12. The parking garage located within Building 2 shall be wrapped around the perimeter with the market rate units. The unit entrances shall be at or near grade with an internal stairway providing access to the unit above. (P&Z)
13. The final designs of all buildings, materials shall be subject to the satisfaction of the Director of Planning & Zoning. (P&Z)
14. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated September 18, 2007. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
- a. Introduce some variety in height of the water tables for Bldg. 2 & 3
  - b. The proposed buildings’ siding shall be of a high quality material with detailed articulation to the satisfaction of the Director of P&Z.
  - c. Where end “units” are brick the brick shall return on each side of each unit
  - d. The front of all the buildings will vary the siding materials for each “townhome unit” alternating brick and horizontal siding.

- e. Color architectural elevations (front, side and rear) shall be submitted with the first final site plan. Each elevation shall depict the location and elevation of the average finished grade line and the height of each building as measured pursuant to section 2-154 of the Zoning Ordinance.
  - f. A materials board showing colors and materials shall be provided for staff consideration with the first final site plan.
  - g. The applicant shall provide high quality windows for each of the buildings to the satisfaction of the Director of P&Z and provide samples for approval.
  - h. The applicant shall provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, and window treatment, including the final detailing, finish and color of these elements, during final site plan review. The applicant shall provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of façade treatment.
  - i. Color architectural elevations shall be submitted during final site plan review.
  - j. There shall be no visible wall penetrations or louvers for HVAC equipment: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen vents lower than 10 feet above ground. The kitchen vents in units on the first floor shall be carried through the roof and located where they are not visible from the public right-of-way. The kitchen vents for units above 10 feet shall be integrated into the design of the façade of the building, and painted to match the exterior of the building so that they are visually minimized from the public right-of-way. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of Planning and Zoning.
  - k. The parking structure vents will be located on the side of the Building #2 and the design and materials shall be to the satisfaction of the Director of P&Z.
  - l. The buildings shall be designed to incorporate a variety of fenestration as represented in the submitted plans and refined to match the architectural style emulated in each building.
  - m. The applicant shall provide detailed design drawings showing all architectural metalwork (transformer/dumpster enclosures) calling out color and materials for each. (P&Z)
15. All of the ground floor level windows shall be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air. (Police)
16. The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each home. (Police)
17. A “door-viewer” (commonly known as a peep-hole) shall be installed on all doors on the ground level that lead directly into an apartment. (Police)



18. The upper level doors shall have security hardware, controllable by the residents. There should be an intercom allowing residents to identify callers downstairs before buzzing them in. (Police)

## **E. AFFORDABLE HOUSING**

19. The Developer shall set aside units at the Old Dominion as follows:
  - a. 12 new units as affordable rental housing for income-eligible ARHA-assisted households, including six (6) two-bedroom, and six (6) three-bedroom units. (Housing)
20. Forty (40) of the 84 affordable units proposed on Glebe Park (including 12 units on this site, 24 units on Old Dominion West, and 48 units on West Glebe) will serve as replacement units for the existing 40 Glebe Park public housing units pursuant to Resolution 830; the remaining 44 units will be replacement public housing for redevelopments of other ARHA properties in the future. (Housing)
21. Rents (including utility allowances) for the affordable units shall not exceed minimum rents allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington, D.C. Metropolitan Area Family Median Income. ARHA will provide Housing Choice Vouchers (HCVs, formerly known as Section 8) to public housing-eligible residents to subsidize LIHTC rents, as required, and as vouchers are available. (Housing)
22. 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) will satisfy this requirement. (Housing)
23. **[CONDITION AMENDED BY PLANNING COMMISSION]:** The units will be maintained as affordable rental housing ~~for at least thirty (30) years~~, and will also be subject to the one-for-one replacement requirements of Resolution 830. (Housing)(PC)
24. The Developer will submit a project-specific Housing Conversion Assistance Plan for residents of the existing units to be reviewed and approved by the Landlord-Tenant Relations Board. (Housing)
25. **[CONDITION AMENDED BY PLANNING COMMISSION]:** The new development will include accessible units at the minimum as required by the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal law. ~~A minimum of 2% of the units shall be Type "A" accessible units and all other ground level, non-multistory units will be Type "B" accessible units.~~ (Housing)(PC)

**F. PARKING**

26. Residents of the building shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. (P&Z)
27. A minimum of 62 parking spaces shall be provided. The applicant shall install "Visitor Parking Only" markings and/or signs for the visitor spaces. (T&ES)
28. Relocate handicap parking space(s) to area in front of Building #1 to facilitate pedestrian circulation. (P&Z)

**G. SITE PLAN**

29. The dumpster screen shall be constructed of a combination of brick pillars similar to the brick used as part of the proposed buildings, board on board fencing and metal. The final design will be to the satisfaction of the Director of P & Z. (P&Z)
30. The dumpster pad and approach shall be concrete. (RP&CA)
31. A freestanding subdivision or development sign(s) shall be prohibited. (P&Z)
32. The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered surveyor, and shall be approved by the Department of Planning & Zoning prior to commencement of framing. (P&Z)
33. As part of the request for a certificate of occupancy permit, the applicant shall submit a building location survey to the Department of P&Z for all site improvements. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building(s). The certification shall be prepared and sealed by a registered architect or surveyor and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance with an exhibit depicting the spot elevations used to measure average finished grade. (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 & P&Z, in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
  - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
  - c. Manufacturer's specifications and details for all proposed fixtures; and



- d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan should cover site, adjacent right-of-way and properties.
  - e. Specifications and details for all site lighting, including landscape lighting, pedestrian area, sign(s) and security lighting.
  - f. Photometric site lighting plan that is coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
  - g. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
  - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view. (RPC&A)(T&ES)(P&Z)(Police)
35. The easement plat and subdivision plat 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)
36. Show all existing and proposed easements, both public and private. (T&ES)
37. Depict and label all utilities and the direction of service openings on above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. All utilities including but not limited to transformers, telephone and cable boxes shall be screened and shall not be visible from the adjoining streets and shall not conflict with the northern pedestrian connection. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type and location of all utilities on the final site plan. (P&Z) (RP&CA)
38. Include all symbols, abbreviations, and line types used in the plans in legend. (T&ES)
39. The downspouts and sump pump discharges, if any shall be piped to the storm sewer outfall. (T&ES)
40. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses subject to the satisfaction of the Director of T&ES.

41. Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
42. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
43. Plan must demonstrate compliance with flood plain ordinance. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. (T&ES)
44. Since it has been assessed that the proposed development is within the 100-year flood Water Surface Elevation (WSE), therefore, all the requirements of Section 6-300 to Section 6-311 of Article VI. Special and Overlay Zones shall be met during the final design/development of the site.
45. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
46. **CONDITION AMENDED BY PLANNING COMMISSION:** ~~In continuation of the response to a previous comment, solid waste services shall be provided by the City.~~ The applicant must provide adequate space for trash dumpster with appropriate facilities for pick-up to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)(PC)
47. Provide detention as per the requirements of Article XIII of the Zoning Ordinance and resubmit the plan.
48. Show the In and Out turning movements of a trash pick-up truck on final site plan. (T&ES)
49. Provide dimensions of parking spaces, aisle widths, etc. on the surface parking lot. (T&ES)
50. Provide existing and proposed grade elevations along with the rim and invert elevations in the first final submission of all existing and proposed sanitary and storm sewer piping on the respective profiles. (T&ES)
51. Provide existing and proposed grade elevations along with the invert elevations in the first final submission of all existing and proposed water line piping on profiles. Provide rim elevations of gate wells, where applicable. (T&ES)
52. Use distinctive stationing for various sanitary and storm sewers, and water lines in plan and use the corresponding stationing in respective profiles. (T&ES)



53. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
54. Provide City standard pavement for emergency vehicle easements (EVE). (T&ES)
55. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public easements, pedestrian or vehicular travelways. (T&ES)
56. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standards. (T&ES)
57. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
58. All exterior building mounted loudspeakers are prohibited. (T&ES)
59. 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)
60. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that driveway is privately owned and that storm sewers located within the site are private. (T&ES)
61. 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)
62. 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)
63. Show all public and private utilities along with the description of ownership so that T&ES can assess impacts of proposed project on these utilities. Show the appropriate utilities in plan view and profiles and describing the cross reference of plan and profile sheets. (T&ES)
64. The minimum diameter for public sanitary sewer is 10-inches. (T&ES)
65. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
66. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required,

though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the City or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)

67. Provide pre and post development estimates of average day, maximum day, and peak hourly sanitary flow; and determine the additional contribution of sanitary flow due to the proposed redevelopment. Complete the sanitary sewer adequate outfall analysis to prove that sufficient transport capacity exists in the wastewater collection system upstream of the trunk sewer. If the existing system is found to be deficient in its carrying capacity then an alternate solution shall be found to the satisfaction of the Director of T&ES. (T&ES)
68. The site is located on marine clay areas as delineated on the City map of marine clay areas. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
69. Staff is concerned about the limits of excavation relative to the property lines. Any structural elements that extend into right of way, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)
70. Show turning movements of standard vehicles parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
71. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

## **H. CONSTRUCTION**

72. 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 set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is und 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)

73. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to the release the final site plan. The plan shall designate a location(s) for off-site and off-street parking for all construction employees during all stages of construction which shall be provided at no cost for the employee parking and may include applicable provisions such as shuttles or other methods deemed necessary by the City. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking, and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES)
74. The applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers, and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
75. 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)
76. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a permanent certificate of occupancy permit for the building. (P&Z)
77. Submit a construction phasing plan that will allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Direction of T&ES. (T&ES)
78. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)

79. Sidewalk shall remain open during construction, except when the required new sidewalk is installed. During this temporary closure, pedestrians must be rerouted to the satisfaction of the Director of T&ES. (T&ES)(P&Z)
80. No major construction staging will be allowed from Four Mile Road. Applicant to meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
81. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
82. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the construction trailer(s) as soon as they are in place. (Police)

## **I. STORMWATER**

83. The project site lies within The Four Mile Run watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
84. The storm water collection system is located within the Four Mile Run 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)
85. 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. (DEQ)
86. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm



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

87. 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:
  - (1) Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - (2) Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
88. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (DEQ)
89. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until turner over to the private owner. Prior to transferring maintenance responsibility for the BMPs to the 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 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. (DEQ)
90. 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)
91. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)
92. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
93. The minimum diameter for public storm sewers is 18-inches; however, as per the proposed development, the stormwater sewers shall be privately owned and maintained (T&ES)

94. The sanitary and storm water computations will be reviewed at the time of first final submission. (T&ES)
95. Show sanitary sewer in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the sanitary sewer plan and profiles. (T&ES)
96. Show storm sewer in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the storm sewer plan and profiles. (T&ES)
97. Show water line in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the water line plan and profiles. (T&ES)
98. 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.
99. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

## **J. MISCELLANEOUS**

100. Hydraulic calculations (computer modeling) will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.
101. VAWC will require a copy of the Code Enforcement approved needed fire flow calculations for this project. (VAWC)
102. **[CONDITION AMENDED BY PLANNING COMMISSION]:** This project may require off-site water main improvements to meet the Code Enforcement approved needed fire flow calculations, as well as domestic demands. Any necessary improvements are to be installed at the expense of the developer. (VAWC)(PC)
103. Show and call out main and service sizes, a 2" blow off at the end of the water main and all water mains shall be DICL (ductile iron cement lined) pipe. (VAWC)



104. A gate valve is required on any service 1 ½" or larger. A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room. (VAWC)
105. Provide a 10' water line easement for mains and hydrants out of the public right-of-way. The proposed 15" SD is in conflict with the above VAWC easement. (VAWC)
106. Please add the following note to the site plan and utility plan sheets, "All water facility construction shall conform to Virginia American Water Standards and Specifications". (VAWC)

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services:

- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan.
- C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C-11 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. (Site Plans)

Code Enforcement:

- F-1 An emergency vehicle easement is required through the entire site. Provisions for apparatus turnaround shall be provided where a dead-end EVE exceeds 100' - feet. Finding resolved, turning movements provided on page C-6. Applicant has changed the turning radii at entrance of proposed project from R-25 to R-20, Applicant shall show R-25 on plans.



- F-2 A sprinkler system is required for the proposed structures. Acknowledged by applicant.
- F-3 Additional hydrants are required. Hydrants shall be spaced no greater than 300' - feet to the remote area protected. Acknowledged by applicant.
- C-1. Plan shall include Project Description Block and Water Treatment On-Site Block.
- C-2 A separate tap is required for the building fire service connection. Acknowledged by applicant.
- C-3 FDC's shall not be located closer than 40' - feet or greater than 100' - feet from a hydrant. Acknowledged by applicant.
- C-4 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant.
- C-5 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged by applicant.
- C-5 At completeness submission the developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Condition not met, Applicant provided incomplete Fire Service Plan, Page C-6. Plan fails to identify proposed additional hydrants and EVE signs.  
Condition not met, only one EVE sign shown for proposed project. **Acknowledged by applicant.**
- C-6 The final site plans shall show placement of fire easement signs. Acknowledged by applicant.
- C-7 A soils report must be submitted with the building permit application. Acknowledged by applicant.
- C-8 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC. Acknowledged by applicant.
- C-9 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided. Acknowledged by applicant.

- C-10 Required exits, parking, and accessibility within the multifamily and commercial buildings for persons with disabilities must comply with USBC Chapter 11. Acknowledged by applicant.
- C-11 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Provide note on plans. Acknowledged by applicant.
- C-12 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**
- C-13 Any proposed future alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant.
- C-13 Additions and alterations to the existing structure and/or installation and/or altering of equipment therein requires a building permit (USBC 108.1). Five sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application (USBC 109.1). Acknowledged by applicant.
- C-14 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems. Acknowledged by applicant.

Recreation, Parks & Cultural Activities:

- F-1 The landscape drawing set exhibits a significant quantity of technical errors and omissions.

Archaeology:

- F-1 This ARHA project has been separated from the ARHA project at 813-815 West Glebe Road. It is likely that previous construction activities have caused significant ground disturbance in the area of the Old Dominion project, and historical maps do not show the presence of any known resources in this location. There is thus low potential for significant archaeological resources to be present, and no archaeological action is required.
- F-2 If the project is a federal undertaking, uses federal funding, or requires any federal permit, the applicant should contact the Virginia Department of Historic Resources (VDHR) at 804.367.2323 to start the process to comply with Section 106 of the National Historic Preservation Act. City of Alexandria determinations and requirements may not be the same as those made by VDHR. It is the applicant's responsibility to contact VDHR early to start the Section 106 process so that both the city and state review processes are complimentary.



Police:

F-1 If Building #2 was relocated to the area of the parking lot and the parking lot was relocated to the area of Building #2, the parking lot would be placed in a strategic location to have natural surveillance from Old Dominion Blvd. thus making a prospective criminal less likely to commit crimes where they will be seen. In addition, it would open up Building #1 to natural surveillance from Old Dominion Blvd. which now does not occur with current plans.

**XX. OLD DOMINION WEST STAFF RECOMMENDATION**

Staff recommends **approval** of the Old Dominion West (SUP2007-0006) proposal subject to compliance with all applicable codes, ordinances and the following conditions:

**A. LANDSCAPING**

1. Provide and maintain an appropriate planting screen surrounding each transformer and HVAC unit located on the subject properties or adjacent ROW. (P&Z)
2. Locate the trash and recycling cans behind the building line and screen from the public right of way. (P&Z)

**B. HOUSING**

3. The Developer shall set aside all 24 renovated units at the Old Dominion West (all one-bedroom units) as affordable rental housing for income-eligible households. (Housing)
4. Forty (40) of the 84 affordable units proposed on Glebe Park (including the 24 units on this site, 12 units on Old Dominion East, and 48 units on West Glebe) will serve as replacement units for the existing 40 Glebe Park public housing units pursuant to Resolution 830; the remaining forty-four (44) units will be replacement public housing for redevelopments of other ARHA properties in the future. (Housing)
5. Rents (including utility allowances) for the affordable units shall not exceed minimum rents allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington, D.C. Metropolitan Area Family Median Income. ARHA will provide Housing Choice Vouchers (HCVs), formerly known as Section 8, to public housing-eligible residents to subsidize LIHTC rents, as required, and as such vouchers are available. (Housing)
6. 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 will satisfy this requirement. (Housing)
7. **[CONDITION AMENDED BY PLANNING COMMISSION]:** The units will be maintained as affordable rental housing ~~for at least thirty (30) years~~ in accordance with Low Income Housing Tax Credit requirements, and will also be subject to the one-for-one replacement requirements of Resolution 830. (Housing)(PC)
8. The Developer will submit a project-specific Housing Conversion Assistance Plan for residents of the existing market rate units to be reviewed and approved by the Landlord-Tenant Relations Board. (Housing)
9. The rehabilitated units will include accessible units at the minimum as required by the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal law.



## **XXI. WEST GLEBE STAFF RECOMMENDATION**

Staff recommends **approval** of the West Glebe proposal (DSUP2006-0030) subject to compliance with all applicable codes, ordinances and the following conditions:

### **A. PEDESTRIAN / STREETSCAPE:**

1. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan dated February 5, 2007 and shall also provide the following to the satisfaction of the Director of P&Z:
  - a. Revise the sidewalk on Glebe Road to provide a continual 6 ft. wide concrete sidewalk with a 5 foot wide continuous landscape strip between the sidewalk and Glebe Road.
  - b. Provide a 5 ft. wide sidewalk and a 4 ft. wide landscape strip along the internal street, however where adjacent to parking spaces the landscape strip may be eliminated and the sidewalk may be located directly adjacent to the curb. Provide wheel stops for the eleven parking spaces adjacent to the interior open space.
  - c. Provide a sidewalk across the parking driveway between Building #2 and Building #3 to provide a continuous flush uninterrupted pedestrian connection.
  - d. Two (2) decorative pedestrian-scale black Virginia Power acorn lights shall be provided on Glebe Road (located just outside the right-of-way).
  - e. Provide decorative pedestrian scale lighting along the internal drive aisle, parking areas, on-site walkways, and open space areas.
  - f. The walls for the proposed handicap ramps / stoops shall be brick to match the buildings and the railings (if necessary) shall be dark decorative metal.
  - g. For the curb cut on West Glebe Road, the concrete sidewalk shall continue over the proposed curb cut to provide a continuous flush uninterrupted concrete sidewalk All methods and procedures shall be pursuant to review and approval of the City Arborist so as not to damage the existing oak tree.
  - h. The proposed fencing on the western property line shall be decorative black metal open fencing and be limited to a maximum height of 6 ft. The fencing shall not be located within the required 15 ft. front yard setback on Glebe Road. The applicant shall be responsible for coordinating with the adjoining property owner to remove the existing fencing to the satisfaction of the Director of P&Z.
  - i. The applicant shall provide three (3) City standard decorative trash cans along the internal street.
  - j. All sidewalks for shall be concrete and shall comply with City standards.
  - k. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit.
  - l. The applicant shall provide six (6) decorative bicycle racks to provide 12 bike spaces for the residents and visitors. Bicycle rack locations are located within 50 feet of the main entrances. Bicycle racks shall be located per City Standards in a manner that will not obstruct the proposed sidewalks.
  - m. Accessible ramps shall be designed and installed as per the requirements of Memorandum to the Industry 03-07 dated August 2, 2007. All materials for accessible curb ramps shall conform to City of Alexandria and Virginia

Department of Transportation "Special Design Section Drawing No. A59" and the CG-12A, 12B and 12C standard sheet for Detectable Warning surface application. Curb ramps must align with crosswalks.

- n. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (P&Z)(T&ES)

## **B. OPEN SPACE / LANDSCAPING**

2. To minimize the level of impervious encroachments and to eliminate the proposed retaining wall within the resource protection area (RPA), eliminate the three (3) parking spaces along the northern portion of the site and curve the internal street as generally depicted on *Attachment #3*. (P&Z)(PC)
3. The open space adjacent to Four Mile Run shall be revised as generally depicted in *Attachment #3* to provide the following to the satisfaction of the Directors of P&Z, T&ES and RP&CA:
  - a. A lawn with sidewalk, benches, and landscaped buffer to provide a useable open space area.
  - b. The paving for the sidewalk materials shall be pervious to the extent possible.
  - c. The fire turn-around shall be grass pavers or comparable.
  - d. Where walls or planters are necessary they shall be constructed of decorative brick, stone or decorative stone veneer.
  - e. All landscaping shall be maintained in good condition and replaced as needed. (P&Z)
4. Provide an integrated landscape plan with the final site plan to the satisfaction of the Directors of P&Z and RP&CA. The final landscape plan shall include the level of landscaping depicted on the preliminary landscape plan and shall at a minimum also provide:
  - a. Revise the approximate 6 ft. set back area between the buildings and the western property line to have fences/gates at the end of each building and a naturalized planting of shrubbery-groundcover.
  - b. Revise the foundation planting and groundcover to extend to the adjoining sidewalks.
  - c. All trees to be limbed up to a minimum of six (6) feet as they mature to allow for natural surveillance.
  - d. No shrubs higher than 3 feet should be planted within 6 feet of walkways.
  - e. The proposed shrubbery should have a maximum natural growth height of 36 inches when it matures.
  - f. The plan shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
  - g. Provide an enhanced level of detail plantings throughout the site by having layers of plant materials, not just solitary row of shrubs (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.
- h. Provide an additional street tree in front of Building #2.
  - i. Provide detail planting plans at a scale of at least 1/8 inch equals one foot, for entrance facades of each building.
  - j. Coordinate above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts. Ensure positive drainage in all planted areas.
  - k. Provide crown area coverage calculations in compliance with City of Alexandria Landscape Guidelines.
  - l. All landscaping 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.
  - m. Provide the following notes on drawings:
    - i. "Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC."
    - ii. "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland."
    - iii. "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes." (RP&CA) (P&Z)
5. Provide an exhibit that demonstrates open space requirements, as modified.
- a. Graphically depict as part of the final site plan the proposed open space and provide calculations.
  - b. The open space between Buildings #1 and #2 shall be designed, detailed and constructed to the satisfaction of the Directors of RP&CA, P&Z and T&ES.
    - i. Provide detailed development plan and sections at a scale of at least 1/8 inch equals one foot. (RP&CA)
6. Applicant shall work with staff to develop a palette of site furnishings that is generally consistent with the preliminary plan submission.
- a. Site furnishings shall include benches, bicycle racks, trash receptacles, decorative pole lights, and other associated features and developed to the satisfaction of the Directors of RP&CA, P&Z and T&ES. (RP&CA)

7. The following modifications to the landscape plan and supporting drawings are required:
  - a. Wintergreen Barberry planted along the west property line in a naturalized planting combined with ground cover. Shrubbery shall be installed adjacent to open space and parking lot.
  - b. All lawn/turf grass areas including parking islands and planting strips along roadways shall be sodded. Depict and label all grass areas shall be specified as grass sod.
  - c. Shown on the landscape plan within the RPA are some non-native plants and an insufficient amount of groundcover, particularly on the areas of steep slopes. *Fothergilla gardenia* is not native to the area and is more suitable to zones to the south of Virginia. Select another species that is more appropriate. (T&ES)
  - d. All shrubs shall be installed at a maximum of 30 inches on-center spacing installed at a minimum size of 24 inches. Adjust quantities accordingly.
  - e. Clearly show limits of planting beds and grass areas.
  - f. Plantings must be coordinated with transformer access. Provide detail for planting screen surrounding the transformers.
  - g. Do not block or compromise FDC connections with plantings.
  - h. Remove references to “City DPCA” from planting notes.
  - i. Remove conflicting references to Warranty periods from planting notes.
  - j. If evergreen trees are to be specified, provide planting detail.
  - k. Provide location of “root barrier” on planting plans. If not applicable, remove from the detail sheet.
  - l. Remove planting detail for “shade trees 6 inches in caliper or greater”. Detail is not applicable to this project.
  - m. Remove planting detail for “annuals and perennials”. Detail is not applicable to this project.
  - n. Remedy conflicts between “typical residential sidewalk” and “tree lawn” details.
  - o. Remove random notes from drawing sheets L1.08 and L1.09 that reference site disturbance. Information is not relevant to information depicted on drawing sheet. (RP&CA)(P&Z)(DEQ)
8. Provide, implement and follow a tree conservation and protection program that is developed to the satisfaction of the City Arborist. Protection program shall be authored by an Arborist certified by the International Society of Arboriculture and at a minimum include:
  - a. Location and method for protection and preservation of existing trees-including those on adjacent property, on all plan sheets including demolition, sediment and erosion control, site plan and landscape plan.
  - b. Provide protection of existing vegetation in compliance with City of Alexandria Landscape Guidelines. Location and method for protection and preservation of existing trees shall be approved in-field by the City Arborist.
  - c. Site disturbance shall not violate the crown area perimeter of the existing 24-inch caliper Oak/Pin Oak at the southeastern corner of the property. *Appropriate measures shall be taken to protect and preserve this tree.*
  - d. Obtain written approval from adjacent property owners to remove any trees



- proposed to be removed that are located on adjacent properties and submit this approval with the second final site plan iteration. Trees that are damaged or removed shall be replanted to the satisfaction of the adjacent property owner and the Directors of P&Z and RP&CA.
- e. Provide, implement and follow a tree conservation and protection program that is developed to the satisfaction of the City Arborist. Protection program shall be authored by an Arborist certified by the International Society of Arboriculture.
  - f. Location and method for protection and preservation of existing trees on all plan sheets including demolition, sediment and erosion control, site plan and landscape plan. Provide a tree protection detail.
  - g. Location and method for protection and preservation of existing trees on all plan sheets including demolition, sediment and erosion control, site plan and landscape plan. Provide a tree protection detail.
  - h. Site Utilities shall not violate the crown area perimeter of the existing White Oak along the east property line.
  - i. Provide specific construction staging information that indicates the methods, and procedures to be implemented for protection of existing on and off-site vegetation.
  - j. Provide documentation of communication with the adjacent property owner verifying notification of construction impact, potential for loss, and agreed upon remedial measures pertaining to the existing tree(s) including the 34-36 inch caliper White Oak on adjacent property along the east property line. *Appropriate measures shall be taken to protect and preserve this tree.*
  - k. Retain the existing sub-base of the drive aisle adjacent to the 24-inch caliper Oak/Pin Oak at the southeastern corner of the property and the 34-36 inch caliper White Oak on the adjacent property along the east property line to prevent damage to tree. (P&Z) (RP&CA)
9. Provide specific construction staging information that indicates the methods, and procedures to be implemented for protection of existing on-site and off-site vegetation. (RP&CA) (P&Z)
10. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA.
- a. Plan shall demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs in a secure box and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions. (P&Z) (RP&CA) (T&ES)
11. Provide a notation on the plans that indicating that the proposed development will conform to the Four Mile Run Master Plan. (RP&CA)

**C. AFFORDABLE HOUSING**

12. The Developer shall set aside all units at West Glebe as follows:
  - a. 48 new units as affordable rental housing for income-eligible households, including 10 one-bedroom units; 4 two-bedroom units; 20 three-bedroom units and 14 four-bedroom units; and
13. Forty (40) of the 84 proposed Glebe Park affordable units (including the 48 units on this site, 12 new units on Old Dominion East and 24 rehabilitated units on Old Dominion West) shall serve as replacement units for the existing 40 Glebe Park public housing units pursuant to Resolution 830; the remaining 44 units will be replacement public housing for redevelopments of other ARHA properties in the future. (Housing)
14. Rents (including utility allowances) for the affordable units shall not exceed minimum rents allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington, D.C. Metropolitan Area Family Median Income. ARHA shall provide Housing Choice Vouchers (HCVs, formerly known as Section 8) to public housing-eligible residents to subsidize LIHTC rents, as required and as such vouchers are available. (Housing)
15. 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) will satisfy this requirement. (Housing)
16. **[CONDITION AMENDED BY PLANNING COMMISSION]:** The units shall be maintained as affordable rental housing ~~for at least thirty (30) years~~, and will also be subject to the one-for-one replacement requirements of Resolution 830. (Housing)(PC)
17. The Developer shall submit a project-specific Housing Conversion Assistance Plan for residents of the units to be reviewed and approved by the Landlord-Tenant Relations Board. (Housing)
18. The new development shall include accessible units at the minimum as required by the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal law. (Housing)

**D. BUILDING:**

19. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated February 5, 2007 and March 16, 2007. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
  - a. The proposed buildings' siding shall be of a high quality material with detailed

- articulation to the satisfaction of the Director of P&Z.
- b. The buildings shall be designed to incorporate a variety of fenestration as represented in the submitted plans and refined to match the architectural style emulated in each building.
  - c. A materials board showing colors and materials shall be provided for staff consideration with the first final site plan.
  - d. The applicant shall provide high quality windows for each of the buildings to the satisfaction of the Director of P&Z and provide samples for approval.
  - e. The applicant shall provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, and window treatment, including the final detailing, finish and color of these elements, during final site plan review. The applicant shall provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of façade treatment.
  - f. Three sets of color architectural elevations shall be submitted with the first final site plan.
  - g. The applicant shall provide detailed design drawings showing all architectural metalwork (transformer enclosure and guard rail(s) in open space along Four Mile Run) calling out color and materials for each.
  - h. There shall be no visible wall penetrations or louvers for HVAC equipment: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen vents lower than 10 feet above ground. The kitchen vents in units on the first floor shall be carried through the roof and located where they are not visible from the public right-of-way. The kitchen vents for units above 10 feet shall be integrated into the design of the façade of the building, and painted to match the exterior of the building so that they are visually minimized from the public right-of-way and Four Mile Run. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of Planning and Zoning.
  - i. The final materials, details, and color selection shall be reviewed and approved as part of the final site plan review.
20. The developer shall make a best effort to attain Earthcraft (or comparable) certification to the satisfaction of the Directors of T&ES and P&Z. (T&ES)(P&Z)
21. All of the ground floor level windows shall be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air. (Police)
22. The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each home. (Police)
23. A “door-viewer” (commonly known as a peep-hole) shall be installed on all doors on the ground level that lead directly into an apartment. (Police)



24. The upper level doors shall have security hardware, controllable by the residents. There should be an intercom allowing residents to identify callers downstairs before buzzing them in. (Police)

**E. PARKING:**

25. Residents of the building shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. (P&Z)
26. A minimum of 51 parking spaces, as generally represented on the preliminary plan and amended by *Attachment #3*, shall be provided for residents and guests. (T&ES)(P&Z)(PC)
27. Revise the compact parallel parking space along the internal street to be a standard parallel parking space. (P&Z)

**F. SITE PLAN**

28. As part of the final site plan review provide the course and distances of each property line. (P&Z)
29. A freestanding subdivision or development sign(s) shall be prohibited. (P&Z)
30. The dumpster screen shall be constructed of a combination of brick pillars, board on board fencing and metal. The brick shall be similar to the buildings. The final design shall be to the satisfaction of the Director of P & Z. (P&Z)
31. The dumpster pad and approach shall be concrete. (RP&CA)
32. A public access easement shall be recorded by the applicant for the 22 ft. wide internal street-drive aisle, the adjoining sidewalk and the approximately 14,000 sq.ft. open space area adjacent to Four Mile Run. The easement shall provide vehicular and pedestrian access. The street, sidewalks and open space shall be privately owned and maintained. A plat depicting the easement and all required documentation shall be submitted to the City Attorney and shall be recorded among the land records. All easements and reservations shall be approved by the City Attorney prior to release of the final site plan. (P&Z) (T&ES)
33. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
34. The subdivision and easement plats 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)
35. Show all existing and proposed easements, both public and private. (T&ES)

36. The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check, shall be prepared and sealed by a registered surveyor, and shall be approved by the Department of Planning & Zoning prior to commencement of framing. (P&Z)
37. As part of the request for a certificate of occupancy permit, the applicant shall submit a building location survey to the Department of P&Z for all site improvements. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building(s). The certification shall be prepared and sealed by a registered architect or surveyor and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance with an exhibit depicting the spot elevations used to measure average finished grade. (P&Z)
38. Provide a 6-inch width concrete shore between grass-pave and asphalt roadway and continuous at perimeter of grass-pave area. (RP&CA)
39. Provide dimensions of parking spaces, aisle widths, etc. on the surface parking lot. (T&ES)
40. Include all symbols, abbreviations, and line types used in the plans in legend. (T&ES)
41. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
42. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES & P&Z, in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
  - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
  - c. Manufacturer's specifications and details for all proposed fixtures; and
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting

- calculations and photometric plan to verify that lighting meets City Standards. Lighting plan should cover site, adjacent right-of-way and properties.
- e. Specifications and details for all site lighting, including landscape lighting, pedestrian area, sign(s) and security lighting.
  - f. Photometric site lighting plan that is coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
  - g. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
  - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view. (RPC&A)(T&ES)(P&Z)(Police)
43. The Professional Engineer, who is signing and sealing the drawings shall complete the Quality Assurance and Quality Control (QA/QC) check and provide a certification to that effect. He/she shall insure that the text on the plans is grammatically correct and free of misspellings. (T&ES)
44. Depict and label all utilities and the direction of service openings on above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. All utilities including but not limited to transformers, telephone and cable boxes shall be screened and shall not be visible from the adjoining streets and shall not conflict with the northern pedestrian connection. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type and location of all utilities on the final site plan. If the utilities cannot be located as outlined above, the utilities shall be located underground in vaults which meet Virginia Power standards. (P&Z) (RP&CA)
45. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
46. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. Provide City standard pavement for emergency vehicle easements No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public easements, pedestrian or vehicular travelways. (T&ES)
47. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
48. 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)



49. **[CONDITION AMENDED BY PLANNING COMMISSION]:** ~~If solid waste services are to be provided by the City, the~~ The applicant must provide adequate space for trash dumpster with appropriate facilities for pick-up to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)(PC)
50. Show turning movements of a trash pick-up truck. (T&ES)
51. 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)
52. Any structural elements that extend into right of way, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)

**G. STORMWATER & WASTEWATER**

53. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
54. The applicant has proposed to discharge the stormwater flow from the site to the Four Mile Run. If approved, then the downspouts and sump pump discharges, if any shall be piped to the proposed storm sewer outfall to the Four Mile Run. (T&ES)
55. In consideration of this proposal, provide a design of the storm sewer, outfall, and the stream bank protection completed by a professional engineer registered in the Commonwealth of Virginia. The design shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses subject to the satisfaction of the Director of T&ES. (T&ES)
56. Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
57. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
58. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
59. The minimum diameter for public storm sewers is 18-inches; however, as per the proposed development, the stormwater sewers shall be privately owned and maintained (T&ES)
60. Plan must demonstrate compliance with flood plain ordinance. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. (T&ES)

61. If the proposed development is within the 100-year flood Water Surface Elevation (WSE) then all the requirements of Section 6-300 to Section 6-311 of Article VI. Special and Overlay Zones during the final design/development of the site. (T&ES)
62. The project site lies within The Four Mile Run watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events to the satisfaction of the Director of T&ES. (T&ES)
63. The storm water collection system is located within the Four Mile Run 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)
64. The Applicant is required to mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPA's) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:
  - a. Restoring streams subject to historic erosion damage.
  - b. Increasing vegetation onsite and/or performing offsite plantings.
  - c. Contribution to T&ES/DEQ funds to stream restoration / water quality projects.These mitigation efforts shall be quantified and tabulated against encroachments as follows:
  - a. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
  - b. Resource Protection Area Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.
  - c. Any enhancements to existing areas, wetlands, or vegetated RPA's, shall be double the aforementioned ratios.
65. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
66. The sanitary and storm water computations will be reviewed at the time of first final submission. (T&ES)
67. Show sanitary sewer in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the sanitary sewer plan and profiles. (T&ES)
68. Show storm sewer in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the storm sewer plan and profiles. (T&ES)

69. Show water line in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the water line plan and profiles. (T&ES)
70. Provide existing and proposed grade elevations along with the rim and invert elevations in the first final submission of all existing and proposed sanitary and storm sewer piping on the respective profiles. (T&ES)
71. Provide existing and proposed grade elevations along with the invert elevations in the first final submission of all existing and proposed water line piping on profiles. Provide rim elevations of gate wells, where applicable. (T&ES)
72. Use distinctive stationing for various sanitary and storm sewers, and water lines in plan and use the corresponding stationing in respective profiles. (T&ES)
73. Show all public and private utilities along with the description of ownership so that T&ES can assess impacts of proposed project on these utilities. Show the appropriate utilities in plan view and profiles and describing the cross reference of plan and profile sheets. (T&ES)
74. The minimum diameter for public sanitary sewer is 10-inches. (T&ES)
75. 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. Any deviation from these requirements must be addressed by the submission of a formal exception letter to the City of Alexandria as described in Memorandum to Industry #2002-0001. (T&ES)
76. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
77. 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)



78. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.
79. 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.
80. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that driveway is privately owned and that storm sewers located within the site are private. (T&ES)

#### **H. RESOURCE PROTECTION AREA (RPA)**

81. Sheet 7 shows turning movements for fire trucks. As per this sheet, it appears that the entire "grasspave" extension into the RPA is NOT necessary for proper fire truck turnaround. That which is unnecessary shall be removed. (T&ES)
82. All parking spaces within the RPA on the eastern portion of the property shall be constructed of pervious material in order to decrease the impervious area within the RPA. (T&ES)

#### **I. CONSTRUCTION**

83. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
84. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to the release the final site plan. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking, and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor

before they commence work. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES)

85. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (T&ES)
86. The applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers, and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z) (T&ES)
87. 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 set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is und 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)
88. 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)
89. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the construction trailer(s) as soon as they are in place. (Police)

90. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a permanent certificate of occupancy permit for the building. (P&Z)
91. Submit a construction phasing plan that will allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Direction of T&ES. (T&ES)
92. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
93. No major construction staging will be allowed from West Glebe Road. Applicant to meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
94. Any structural elements that extend into right of way, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)
95. Sidewalk shall remain open during construction, except when the required new sidewalk is installed. During this temporary closure, pedestrians must be rerouted to the satisfaction of the Director of T&ES. (T&ES)(P&Z)
96. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

**J. MISCELLANEOUS**

97. Project lies within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. Provide a geotechnical report, including recommendations from a geotechnical professional, for proposed cut slopes and embankments. (T&ES)
98. All archaeological work will be carried out in accordance with the *City of Alexandria Archaeological Standards* and is subject to the approval of the *City Archaeologist*. (Arch)



99. The applicant should not allow any other metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Arch)
100. Hydraulic calculations (computer modeling) will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations. (VAWC)
101. **CONDITION AMENDED BY PLANNING COMMISSION**: This project may require off-site water main improvements to meet the Code Enforcement approved needed fire flow calculations, as well as domestic demands. Any necessary improvements are to be installed at the expense of the developer. (VAWC)(PC)
102. A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room. A copy of the Code Enforcement approved needed fire flow calculations shall be reviewed and approved by VAWC for this project. (VAWC)
103. Provide a 10' water line easement for mains and hydrants out of the public right-of-way.(VAWC)
104. Add a note to the site plan and utility plan sheets, "All water facility construction shall conform to Virginia American Water Standards and Specifications". (VAWC)
105. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the City or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)
106. Provide pre- and post-development estimates of average day, maximum day, and peak hourly sanitary flow; and determine the additional contribution of sanitary flow due to the proposed redevelopment. Complete the sanitary sewer adequate outfall analysis to prove that sufficient transport capacity exists in the wastewater collection system upstream of the trunk sewer. If the existing system is found to be deficient in its carrying capacity then an alternate solution shall be found to the satisfaction of the Director of T&ES. (T&ES)
107. Water quality impact analysis shall include mitigation. Landscaping that is shown elsewhere shall at the very least be noted in the WQIA. That which is shown on the plan (Sheet L1.02) is insufficient and not of the appropriate mix. Applicant is encouraged to

restore the RPA to its fullest extent and develop a livable space according to the Four Mile Run Master Plan. (Buffer mitigation guidance can be obtained through the Riparian Buffers Modification & Mitigation Guidance Manual by the Chesapeake Bay Local Assistance Department - see page 93.) (T&ES)

108. Water Quality Impact Assessment shall clearly state existing impervious and pervious area in the RPA. While this is on the WQIA map it should be in the verbiage also. (T&ES)
109. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)
110. 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.
111. 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)
112. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
113. **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)

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services:

- F-1 Grasspave that meets H-20 standards is considered impervious. Water Quality Impact Assessment and plan calculations shall reflect this. Clarify as to whether EVE was considered pervious or impervious in the tabulations.
- F-2 Plan is missing the Project Description Block, Water Treatment On-Site Block, etc. Worksheet C may be incorrect given that pervious and impervious areas which flows to the BMP may be included in these computations.
- F-3 Staff is concerned about the limits of excavation relative to the property lines.
- F-4 If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The **Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual** for all Best Management Practices (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.
  - b. **The Developer shall furnish each home purchaser** with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (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:

- F-5 Plan shows a new retaining wall within the RPA. This is not an approved use within a RPA. There is also increased impervious surface in the RPA in association with the retaining wall. The ordinance states in Sect. 13-107(E)(1)(a) that "Encroachments into the buffer area shall be the minimum necessary to achieve a reasonable buildable area for a principal structure and necessary utilities". Increasing the impervious surface to facilitate parking spaces does not meet with the intent of the ordinance. The concept behind this ordinance is to reclaim the RPA and revegetate the area to restore its original function. It appears that the staff-supplied solution of a parking reduction solves the applicant's problem regarding the retaining wall, provides an increase in pervious surface within the RPA and fulfills the intent of the Environmental Management Ordinance. (T&ES)
- C-1 Bond for the public improvements must be posted prior to release of the plan.



- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan.
- C-9 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C-11 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. (Site Plans)
- C-12 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-13 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-14 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

- C-15 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement

The following are repeat comments. Updated comments are in **BOLD**.

- F-1 An emergency vehicle easement is required through the entire site. Provisions for apparatus turnaround shall be provided where a dead-end EVE exceeds 100' - feet. Finding not resolved, apparatus turn around does not meet minimal applicable standards. Turning radii at North end of proposed project is a R-20 required R-25. **Finding resolved.**
- F-2 A sprinkler system is required for the proposed structures. Acknowledged by applicant.
- F-3 Additional hydrants are required. Hydrants shall be spaced no greater than 300' - feet to the remote area protected. Acknowledged by applicant. Finding resolved.
- F-4 Two fire department connections (FDC) are required for the building's, one on each side/end of the building. Acknowledged by applicant. **Two FDC's will be required. One at each end of building.**
- C-1 A separate tap is required for the building fire service connection. Acknowledged by applicant. Condition met.
- C-2 FDC's shall not be located closer than 40' - feet or greater than 100' - feet from a hydrant. Acknowledged by applicant. Condition met.
- C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant.
- C-4 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged by applicant.
- C-5 At completeness submission the developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Condition not met, Fire Service Plan on Page C-6.00 does not show locations of proposed EVE signs and

hydrants. Condition not met, location of fire hydrants met, locations of EVE signs not met, only one EVE sign shown on C-7.00 at entrance of development.

- C-6 The final site plans shall show placement of fire easement signs. Acknowledged by applicant. Condition not met. **Condition met.**
- C-7 A soils report must be submitted with the building permit application. Acknowledged by applicant.
- C-8 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC. Acknowledged by applicant.
- C-9 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided. Acknowledged by applicant.
- C-10 Required exits, parking, and accessibility within the multifamily and commercial buildings for persons with disabilities must comply with USBC Chapter 11. Acknowledged by applicant.
- C-11 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Provide note on plans. Acknowledged by applicant.
- C-12 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.
- C-13 Any proposed future alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant.
- C-14 Additions and alterations to the existing structure and/or installation and/or altering of equipment therein requires a building permit (USBC 108.1). Five sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application (USBC 109.1). Acknowledged by applicant.
- C-15 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems. Acknowledged by applicant.

#### Archaeology

- F-1 Civil War period maps indicate that there is the possibility that the mill race for Roach's mills, built in the 18<sup>th</sup> century, ran through this property and that Union Army campsites of the 8<sup>th</sup> and 19<sup>th</sup> New York Regiments may be present. The property therefore has the



potential to yield archaeological resources that could provide insight into the milling industry in early Alexandria and into military activities during the Civil War.

- C-1 To insure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. Contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
- C-2 All archaeological preservation measures must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703) 838-4399.
- C-3 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-4 The statements in C-2 and C-3 above must appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including sheeting and shoring and grading) so that on-site contractors are aware of the requirements. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology.
- C-5 Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
- C-6 If warranted by the City Archaeologist, the developer will erect a historic marker on the property according to specifications provided by Alexandria Archaeology. The marker will highlight the historical and archaeological significance of the property.
- C-7 If warranted by the City Archaeologist, the developer will produce a booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology.
- C-8 If the project is a federal undertaking, uses federal funding, or requires any federal permit, the applicant should contact the Virginia Department of Historic Resources (VDHR) at 804.367.2323 to start the process to comply with Section 106 of the National Historic Preservation Act. City of Alexandria determinations and requirements may not be the same as those made by VDHR. It is the applicant's responsibility to contact VDHR early to start the Section 106 process so that both the city and state review processes are complimentary.

The site plan shows a rectangular building footprint with a central courtyard area. The building is oriented with its long side parallel to 1st Avenue. The site is bounded by 1st Avenue to the north, 2nd Avenue to the south, and 3rd Avenue to the east. The plan includes parking spaces, a central courtyard, and a building footprint. The surrounding area includes other buildings and streets.

Area	Proposed
Building Footprint	10,000 sq. ft.
Parking Spaces	100
Central Courtyard	2,000 sq. ft.
Other Areas	1,000 sq. ft.
Total Site Area	13,000 sq. ft.

[illegible]

P 703.760 9)44 F 703.760.9328 WWW.LESSARDINACUP.COM

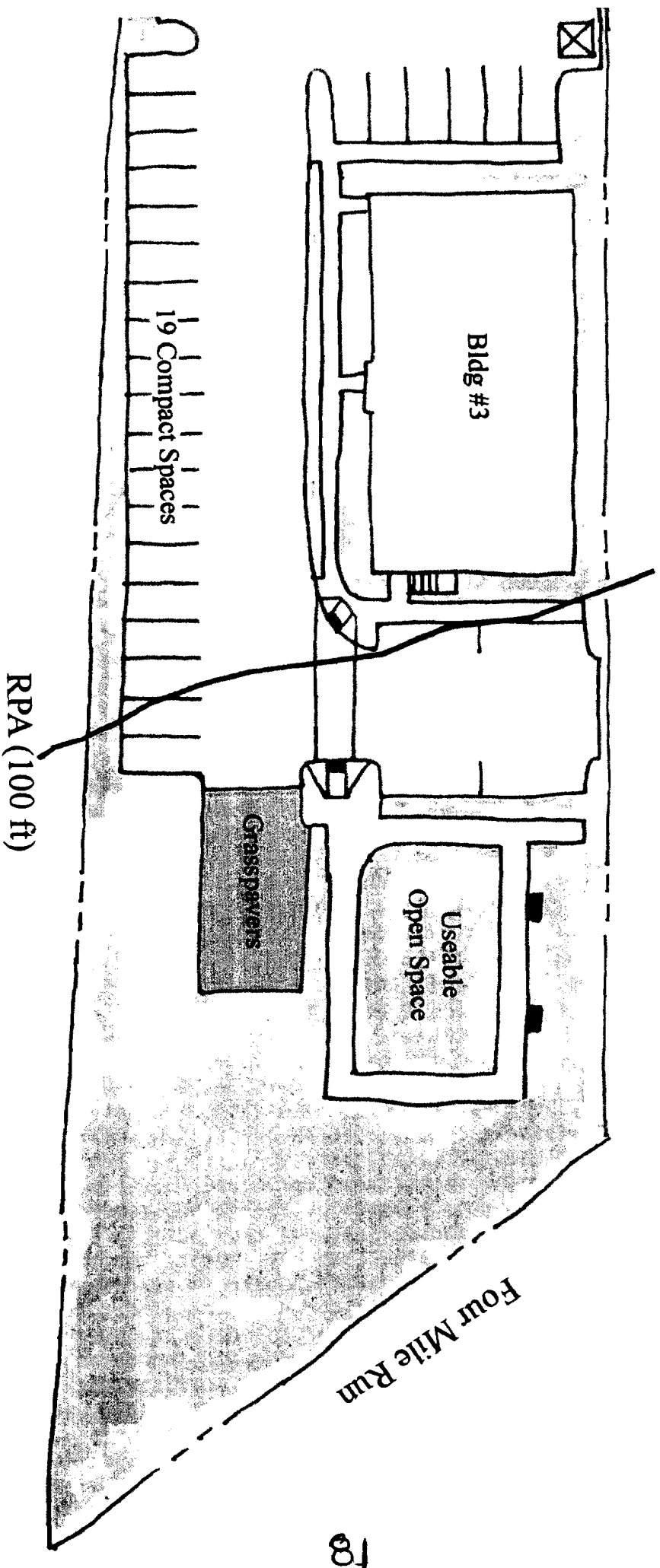
THE NEIGHBORHOODS OF EYA  
SEPTEMBER 17, 2007 6YA145A.DD

V4





Attachment 3



APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2006-0030

PROJECT NAME: West Glebe

PROPERTY LOCATION: 813 West Glebe Road

TAX MAP REFERENCE: 006.02-01-02

ZONE: RA

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  
three (3) multifamily low income residential buildings with a total of 48 units

MODIFICATIONS REQUESTED: Side yard and front yard setback requirements and open space  
requirement.

SUP's REQUESTED: Bonus density for Affordable Housing (7-700) and Parking Reduction.

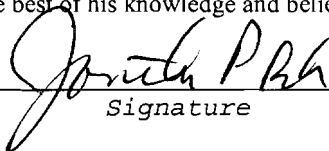
**THE UNDERSIGNED** hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

**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*

  
*Signature*

McGuireWoods LLP

*Mailing/Street Address*

1750 Tysons Boulevard, Suite 1800

McLean, VA 22102

*City and State*

*Zip Code*

(703) 712-5411

*Telephone #*

(703) 712-5231

*Fax #*

1/2/07  
*Date*

**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) # 2006-0030

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:
<u>ARHA (Public Authority)</u>	<u>EYA Development, Inc.</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**

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 three (3) multifamily buildings with a total of forty-eight (48) units to replace an existing fifty-six (56) unit multifamily building. The existing public housing units are being replaced 1 for 1 either on this site or on other ARHA owned sites being redeveloped in conjunction with this project. All 48 units in this proposal will be owned by ARHA and be publicly assisted housing for low income residents.

The proposal includes surface parking spaces, a community park and a significant decrease in the existing encroachment into the Resource Protection Area on the north side of the site.

The proposal will require modifications allowed under 11-416 of the Zoning Ordinance for 1) a reduction of side yard setback; 2) a reduction of the front yard setback and 3) a reduction of the minimum required open space. The proposal will require a special use permit for 1) bonus density for affordable housing and 2) parking reduction.

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Development Special Use Permit with Site Plan (DSUP) # 2006-0030

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) # 2006-0030

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. [x] No.

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

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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:

Normal cleaning agents for residential use.

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Development Special Use Permit with Site Plan (DSUP) # 2006-0030

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?

95 parking spaces

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

4 Standard spaces

32 Compact spaces

2 Handicapped accessible spaces.

16 Other. (Hybrid)



Development Special Use Permit with Site Plan (DSUP) # 2006-0030

- 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?

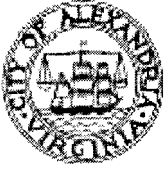
N/A

- 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 Applicant is requesting a reduction of forty-one (41) parking spaces from the total required parking of ninety-five (95) spaces. Fifty-four (54) parking spaces will be provided on site for the new 48 units. Currently there are fifty-seven (57) parking spaces for the existing 56 units.

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

The proposed redevelopment of this site will provide significant benefits to the community including new public housing, open space and reductions in the encroachment into the Resource Protection Area on the north side of the site. Parking is provided at a level consistent with the level of demand anticipated based on ARHA's and EYA's experience at Chatham Square and other publicly assisted projects. A parking study conducted for the Chatham Square project indicated that parking ratios of between 0.80 and 1.30 are adequate.

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

The site is not large enough to provide the required parking while still reducing the encroachment into the Resource Protection Area and providing open space.

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

☒ Yes. ☐ No.

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

To be provided if necessary.

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

The proposed parking on site will provide a better parking ratio than the existing parking ratio. Therefore, the impact should be positive.

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2006-0031

PROJECT NAME: Old Dominion East

PROPERTY LOCATION: 3909, 3913, & 3919 Old Dominion Boulevard

TAX MAP REFERENCE: 007.01-04-12, 13, & 14 ZONE: RA

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 three (3) multifamily low income housing residential buildings with a total of 34 units.

MODIFICATIONS REQUESTED: Side and rear yard set backs; minimum required open space.

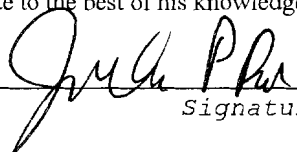
SUP's REQUESTED: An increase in Density and increase in Floor Area Ratio of less than 20% for the provision of affordable housing pursuant to 7-700 of the Zoning Ordinance; parking reduction.

**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

  
Signature

McGuireWoods 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 #  
2/5/07  
Date

===== **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) # 2006-0031

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 % LeRoy Eakin

50% Robert D. Youngentob

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

☒ Yes. Provide proof of current City business license

☐ No. The agent shall obtain a business license prior to filing application, if required by the City Code.



**NARRATIVE DESCRIPTION**

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

The applicant requests the approval of three (3) multifamily buildings with a total of thirty-four (34) units to replace an existing seventy-two (72) unit multifamily building. The existing public housing units are being replaced 1 for 1 either on this site or on other ARHA owned sites being redeveloped in conjunction with this project . All 34 units in this proposal will be owned by ARHA and will be publicly assisted housing for low income residents. The proposal includes thirty-nine (39) surface parking spaces.

The applicant requests modifications allowed under 11-416 of the zoning ordinance for 1) a reduction of the side yard setback; 2) a reduction of a rear yard setback; and 3) a reduction of the minimum required open space. The applicant requests a special use permit for 1) bonus density and bonus Floor Area Ratio as shown on the Preliminary Site Plan for the provision of affordable housing allowed pursuant to Section 7-700 of the zoning ordinance and 2) parking reduction.

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Development Special Use Permit with Site Plan (DSUP) # 2006-0031

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 normal residential use.

Development Special Use Permit with Site Plan (DSUP) # 5006-031

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 often 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:

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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.

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Development Special Use Permit with Site Plan (DSUP) # 2006-0031

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?

66 parking spaces

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

17 Standard spaces

20 Compact spaces

2 Handicapped accessible spaces.

           Other.

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

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

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Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may

*[Signature]*



Development Special Use Permit with Site Plan (DSUP) # 2006-0031

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 applicant is requesting a total reduction of twenty-seven (27) parking spaces from the total required parking of sixty-six (66) parking spaces. Thirty-nine (39) parking spaces will be provided on site for the 34 new units

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

Currently this site has no parking spaces on site with 72 units. The 39 parking spaces that will be provided for the 34 units proposed will be a significant increase over what is currently provided. Additionally, open space is being provided for the residents. Parking is provided at a level consistent with the level of demand anticipated based on ARHA's and EYA's experience at Chatham Square and other publicly assisted projects. A parking study conducted for the Chatham Square project indicated that parking ratios of between 0.80 and 1.30 are adequate.

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

The site is not large enough to accommodate the required parking and the required open space.

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

\_\_\_\_\_ Yes. ☒ No.

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

To be provided if necessary.

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

The parking ratio will be significantly increased over the ratio currently provided as there are currently no parking spaces on site provided for the 72 units. Therefore, the impact to the surrounding neighborhood will be positive.



## APPLICATION SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** \_\_\_\_\_

**PROPERTY LOCATION:** 3909, 3913, & 3919 Old Dominion Boulevard

**TAX MAP REFERENCE:** 007.01-04-12, 13, & 14 **ZONE:** RA

**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

**PROPOSED USE:** Request to allow Lot #1 to be a lot without frontage.

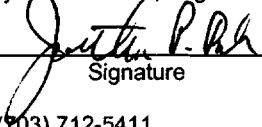
☐ **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

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

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

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

 9/13/2007  
Signature                      Date  
(703) 712-5411 (703) 712-5231  
Telephone #                      Fax #  
irak@mcguirewoods.com  
Email address

ACTION PLANNING COMMISSION	DATE
ACTION COUNCIL	DATE

SUP # \_\_\_\_\_

**PROPERTY OWNER'S AUTHORIZATION** N/A – Co-Applicant is the owner.

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

Name: \_\_\_\_\_  
Please Print

Phone \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

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

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

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

☐ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

- 2.** The applicant is the (check one):

☐ Owner

☐ Contract Purchaser

☐ Lessee or

☒ Other: Developer 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.

EYA Development, Inc.

50% LeRoy Eakin

50% Robert D. Youngentob



SUP # \_\_\_\_\_

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 requests a Special Use Permit pursuant to Section 7-1007 of the Alexandria Zoning ordinance to allow Lot # 1 as shown on the attached plan labeled Subdivision Plan to be a lot without frontage. The special use permit is justified because this configuration of the lots 1) does not achieve greater density than would otherwise be allowed under the zoning regulations for this property; 2) the lot is compatible with the Mayor's ARHA Redevelopment Workgroup vision for this property; and 3) the lot will be accessible for fire and emergency vehicles.

First, the creation of a lot without frontage does not allow increased density on this lot. This lot size, which meets the required lot size per unit, FAR, and units per acre allowed under this zone, could be achieved by creating a lot that has frontage on Old Dominion Boulevard. However, allowing the lot without frontage allows for a much more orderly subdivision of the property.

Second, the configuration of the buildings on this property is compatible with the vision that the Mayor's ARHA Redevelopment Workgroup and the Glebe Park Stakeholder's group decided for this property. The proposal for this site as agreed upon by these groups includes Market Rate Housing, Workforce Housing, and Publicly Assisted Housing. In order to implement the layout as proposed by these groups, and meet requirements for the tax credit program for financing, a subdivision of the property into separate lots for each of the different types of housing is required. Therefore, the lot created for building #1 is consistent with the implementation of the plan for this property.

Third, the lot without frontage will have fire access in perpetuity through an Emergency Vehicle Easement to be granted on the driveway into the parking lot which will lead to the lot without frontage. Access to this lot will be clear because of the location the drive aisle will clearly indicate how to access the building in the back and the building can be seen from Old Dominion Boulevard.

This Special Use Permit application is being submitted in conjunction with DSUP 2006-0031 which allows for the development of this site.

SUP # \_\_\_\_\_

## USE CHARACTERISTICS

The following questions do not apply to this request for a lot without frontage.  
Please refer to DSUP 2006-0031 for the information requested below.

- 4.** The proposed special use permit request is for (*check one*):  
[ ] a new use requiring a special use permit,  
[ ] an expansion or change to an existing use without a special use permit,  
[ ] an expansion or change to an existing use with a special use permit,  
[ ] other. Please describe: \_\_\_\_\_
- 5.** Please describe the capacity of the proposed use:
- A. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).  
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:  | Hours: |
|-------|--------|
| N/A   | _____  |
| _____ | _____  |
| _____ | _____  |
| _____ | _____  |
- 7.** Please describe any potential noise emanating from the proposed use.
- A. Describe then noise levels anticipated from all mechanical equipment and patrons.  
N/A  
\_\_\_\_\_  
\_\_\_\_\_
- B. How will the noise be controlled?  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

SUP # \_\_\_\_\_

- 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:

SUP # \_\_\_\_\_

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

☐ Yes. ☒ No.

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

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

N/A

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## 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.

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SUP # \_\_\_\_\_

## PARKING AND ACCESS REQUIREMENTS

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

\_\_\_\_\_ N/A Standard spaces  
\_\_\_\_\_ N/A Compact spaces  
\_\_\_\_\_ N/A Handicapped accessible spaces.  
\_\_\_\_\_ N/A 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?

\_\_\_\_\_

**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? \_\_\_\_\_ N/A \_\_\_\_\_

<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>
---

SUP # \_\_\_\_\_

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

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

N/A

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

N/A

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?

N/A

## **SITE CHARACTERISTICS**

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

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

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

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

\_\_\_\_\_ 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**

W4765781.1



**MEMORANDUM**

**TO:** Brian Allen Jackson  
Vice President  
EYA

**CC:** Joanna C. Frizzell  
McGuire Woods

**FROM:** Michael J. Workosky  
Michael J. Buelow  
Wells + Associates, LLC

**DATE:** March 16, 2007

**SUBJECT:** Glebe Park  
Parking Demand Analysis;  
City of Alexandria, Virginia

**Introduction**

This memorandum discusses a parking demand analysis for Glebe Park. The project consists of two separate properties, Old Dominion East and West and West Glebe, and is located in Alexandria, Virginia. The purpose of the study was to identify the observed parking demand currently experienced at both properties and establish a parking demand ratio to be applied to the future redevelopment of these sites.

Old Dominion East and West are located on the north side of West Glebe Road, east of Interstate 395 just west of the intersection of Elbert Avenue and West Glebe Road. West Glebe is located on the north side of West Glebe Road, east of Interstate 395, near the intersection of W. Glebe Road and Milan Drive. The EYA proposal includes the redevelopment of the Old Dominion East and the West Glebe properties and the renovation of the Old Dominion West property.

The proposed redevelopment of the properties would reduce the total number of units by 46, from 152 D.U. to 106 D.U. However, the reconfiguration of these buildings will result in an increase of 13 bedrooms, from 210 to 223, as summarized on Table 1. Therefore, the analyses were prepared based on the number of existing and proposed bedrooms in order to provide an accurate parking demand estimate.

Table 1  
Glebe Park  
Development Program Summary

Property/Project	<u>Existing Development</u>			<u>Proposed Development</u>		<u>Difference</u>	
	Units	Bedrooms	Occupied Bedrooms	Units	Bedrooms	Units	Bedrooms
<b><u>Development Program</u></b>							
Old Dominion East (1)	72	72	32	34	65	-38	-7
Old Dominion West	24	24	13	24	24	0	0
West Glebe	56	114	61	48	134	-8	20
<b>Totals</b>	<b>152</b>	<b>210</b>	<b>106</b>	<b>106</b>	<b>223</b>	<b>-46</b>	<b>13</b>
<b><u>Parking</u></b>	<u>Existing</u>	<u>Proposed</u>	<u>Ratio</u>				
Old Dominion East (1)	39	39	1.15	spaces/unit			
Old Dominion West	NA	NA	NA				
West Glebe	57	54	1.13	spaces/unit			

Note: Redevelopment includes 6 market-rate, one-bedroom townhouse style condominiums.

In addition to the data collected by Wells + Associates, the resident parking survey and parking occupancy information provided by the Alexandria Redevelopment and Housing Authority (ARHA) for both properties was reviewed and compared to the forecasted conditions subsequent to the redevelopment of the Old Dominion and West Glebe properties.

### Existing and Proposed Development Programs

Old Dominion East currently consists of 72 one-bedroom apartments (72 bedrooms) that are proposed to be redeveloped with 28 new tax-credit apartments (59 bedrooms) and six (6) one bedroom market-rate townhouse style condominiums (6 bedrooms). The new apartments will consist of a mixture of one, two, and three bedrooms. A new dedicated surface parking lot with 39 spaces will be constructed to serve Old Dominion East.

Old Dominion West currently consists of 24 one-bedroom apartments that are planned for rehabilitation and left in place. The Old Dominion properties rely on curbside parking for residents that is shared with other residential buildings in the immediate area.



West Glebe consists of 56 one, two and three bedroom apartments (114 bedrooms) and is served by 57 on-site parking spaces. This property is proposed to be redeveloped into 48 new units with a mixture of one, two, three and four bedroom apartments (134 bedrooms). The existing surface parking lot will remain but will be reduced to 54 spaces to serve residents of West Glebe. This results in an overall parking ratio of 1.13 spaces per unit.

Both redeveloped properties, with the exception of the market-rate townhouse style condominiums, are planned to be low income rental housing targeted toward Section 8 renters using public assistance. Schematic development plans for these properties are contained in Appendix A.

### **Observed Parking Occupancy**

Parking occupancy counts were collected by Wells & Associates on Wednesday, February 21, Thursday, February 22, and Saturday, February 24, 2007 and recorded at 30-minute intervals from 6:00 AM to 8:00 PM. The counts were collected within the dedicated parking area serving West Glebe. Since the Old Dominion Property relies on curbside parking, the occupancy counts were collected within a two-block radius of the site. The results are summarized on Table 2 and discussed below. Detailed parking information is contained in Appendix B. Occupancy information for each building was provided by ARHA.

#### Old Dominion East and West

As mentioned previously, Old Dominion East and West do not have dedicated off-street parking. All residents must park on the street which operates on a first come first served basis. All available street parking along Four Mile Road, Elbert Avenue and Old Dominion Boulevard north of West Glebe Road were considered in the count data. The properties currently have a total of 45 occupied bedrooms of a maximum of 96 bedrooms. The results are summarized on Table 2, and discussed below:

1. The peak hour on Wednesday occurred at 6:00 AM, when a total of 227 spaces were occupied. Based on a supply of 310 spaces, a surplus of 83 spaces (or 27 percent) was available.
2. The Thursday peak hour occurred at 7:30 PM, when a total of 222 of 310 spaces were occupied, resulting in a surplus of 88 spaces (or 28 percent).
3. The peak hour on Saturday occurred at 6:00 AM, when a total of 272 vehicles were observed. A surplus of 38 spaces (or 12 percent) was available during this period.

### West Glebe

West Glebe currently has 32 units occupied; 23 two bedroom units, six (6) one bedroom units and three (3) three bedroom units (total 61 occupied bedrooms of a maximum of 114 bedrooms). The results are based on the number of occupied bedrooms and are summarized on Table 3, and discussed below:

1. The peak hour on Wednesday occurred at 6:30 AM and 4:00 PM, when a total of seven (7) spaces were occupied. Based on a supply of 57 spaces, a surplus of 50 spaces (or 88 percent) was available. The property exhibited a parking demand of 0.11 spaces per occupied bedroom during this period.
2. The Thursday peak hour occurred at 5:30 PM and 6:30 PM when a total of eight (8) of 57 spaces were occupied, resulting in a surplus of 49 spaces (or 86 percent). A peak parking demand ratio of 0.13 spaces per occupied bedroom was observed during this period.
3. The average weekday parking occupancy was 7.5 occupied spaces, or 0.12 spaces per occupied bedroom. This equates to a parking ratio of 0.23 spaces per occupied unit.
4. The peak hour on Saturday occurred at 6:30 AM and 8:00 PM when a total of seven (7) vehicles were observed, resulting in a peak hour parking ratio of 0.11 spaces per occupied bedroom or 0.22 spaces per occupied unit. A surplus of 50 spaces (or 88 percent) was available during this period.

### **Parking Demand Analysis**

The weekday parking occupancy count data was combined and averaged in order to identify a parking demand ratio for the residential housing. This ratio was applied to the proposed development program and compared to the proposed parking supply, excluding the market-rate townhouse style condominiums. The analyses are presented in Table 4.

An average parking demand ratio of 0.12 spaces per occupied bedroom for weekdays and 0.11 spaces per occupied bedroom for Saturdays was derived for the existing residential housing. These rates are based on the parking occupancy counts collected at the West Glebe site and building occupancy data provided by ARHA. These rates were used to forecast the future parking demands of the redeveloped properties.

The City of Alexandria Zoning Ordinance requires 1.30 parking spaces per one-bedroom unit. This rate was applied to Old Dominion East market-rate townhouse style condominiums.

#### Old Dominion East

Based on the proposed development program for Old Dominion East (65 bedrooms), a total of 16 spaces would be required on weekdays and 15 spaces on Saturdays, assuming 100 percent occupancy. The weekday maximum parking demand includes eight (8) spaces for non-market rate housing (59 bedrooms at 0.12 spaces/room) and eight (8) spaces for the six (6) market-rate townhouse style condominiums at 1.3 spaces per unit based on the City Zoning Ordinance.

It is noted that this requirement excludes a "buffer" in parking supply that typically ranges from 10 to 15 percent. Based on the anticipated parking supply of 39 spaces located within a new off-street surface parking facility, a surplus of 23 spaces (or 59 percent) would be available. Thus, more than adequate parking would be available with the proposed redevelopment of the building.

#### Old Dominion West

The weekday and Saturday parking demand ratios were applied to the anticipated increase in occupied bedrooms at the Old Dominion West property. As summarized on Table 4, it is estimated that the 13 currently occupied bedrooms generate a parking demand of two (2) spaces (at 0.12 spaces/room weekday and 0.11 spaces/room Saturday) on both weekdays and Saturdays. When increased to 24 occupied bedrooms with the redevelopment of the site, an additional two (2) spaces would be necessary to serve residents of the facility.

The overall parking occupancy within the two-block area was adjusted to reflect the increase in occupied bedrooms (from 13 bedrooms to 24 bedrooms) within Old Dominion West (11 bedrooms at 0.12 spaces/room, resulting in two (2) spaces. The parking occupancy was then reduced by the existing parking demand for Old Dominion East of four (4) vehicles (32 currently occupied bedrooms at 0.12 spaces/room) that would be served by the new off-street parking lot.

These adjustments reduce the overall parking occupancy observed within the two-block area from 225 occupied spaces to 223 occupied spaces on weekdays and 272 occupied spaces to 270 occupied spaces on Saturday. Based on a parking supply of 310 spaces, this would result in a surplus of 88 spaces (or 28 percent) on weekdays and 40 spaces (or 13 percent) on Saturday. These results suggest that adequate parking would continue to be available within the general vicinity of the Old Dominion properties subsequent to their redevelopment.



It is acknowledged that the current occupancy of other buildings in the study area was unknown when the parking utilization data was collected. However, the City has not indicated any immediate plans to redevelop the adjacent properties in the near-term that may affect the current parking situation. In addition, the current parking demand of the Old Dominion East building will be removed by providing dedicated on-site parking, further reducing the curbside parking demand in the area. Thus, the parking occupancy data collected as part of this study presents an accurate assessment of current and future parking conditions with the redevelopment of these properties.

#### West Glebe

Based on the proposed development program for West Glebe (134 bedrooms), a total of 17 spaces (at 0.12 spaces/room) would be required on weekdays and 15 spaces (at 0.11 spaces/room) on Saturdays, assuming 100 percent occupancy. As mentioned previously, it is noted that this requirement excludes "buffer" in parking supply that typically ranges from 10 to 15 percent. Based on the anticipated parking supply of 54 spaces, a surplus of 37 spaces (or 69 percent) would be available. Thus, more than adequate parking would be available with the proposed redevelopment of the building.

#### **ARHA Parking Information**

ARHA provided the results of a resident parking survey and parking occupancy information for the buildings and roadways adjacent to both the Old Dominion and West Glebe properties. The resident survey was designed to identify the number of drivers, number of cars owned, and mode share within each household. The results of the survey indicated that 89 vehicles are presently owned of the 196 households that responded. This results in a parking ratio of 0.45 spaces per unit. It further indicated that nearly 15 percent of respondents use buses and 11 percent use Metro more than five times a week.

Based on the information collected by Wells + Associates at the West Glebe property, a parking ratio of 0.23 spaces per unit was identified (refer to Table 3). A parking supply of 54 spaces is proposed to serve the West Glebe site. Based on a total of 48 units, a parking supply ratio of 1.13 spaces per unit would be provided that would adequately accommodate the demand of the project based on ARHA or observed data.

The new off-street surface parking facility that will serve the Old Dominion East property (34 units including six market-rate townhouse style condominiums) would supply 39 spaces, exceeding both observed estimates made by Wells + Associates (refer to Table 4) and ARHA data.



The ARHA parking occupancy data provided for the West Glebe Road area indicates that a minimum parking supply of 127 spaces (or 41 percent) were available within the study area (310-space parking supply) during the peak period occurring between 11:00 PM and 1:00 AM on Monday.

Old Dominion Boulevard occupancy data provided by ARHA indicates that a minimum parking supply of 98 spaces (or 37 percent) was available within the study area (263-space parking supply) during the peak period occurring between 11:00 PM and 1:00 AM on Saturday. A summary of the ARHA parking information is contained in Appendices C and D.

The observed data collected by Wells + Associates and ARHA information suggest that adequate parking is available within both the West Glebe Road and Old Dominion Boulevard study areas. Since the redevelopment of the Old Dominion East and West Glebe properties will provide off-street parking and reduce curbside parking demands, and the redevelopment of Old Dominion West would result in only a minimal increase in parking demand, the redevelopment of these properties would not adversely impact the current parking situation.

Questions regarding this document should be directed to Wells + Associates.

Table 2  
Old Dominion East and West (1)(2)  
Parking Occupancy Summary (3)

<b>Wednesday, February 21, 2006</b>	
Peak Hour:	6:00 AM
Peak Parking Occupancy:	227 Occupied spaces
Maximum Number of Bedrooms	96 Bedrooms
Occupied Bedrooms	45 Occ. Bedrooms
Parking Ratio	NA spaces/occ. bedroom
Parking Supply	310 spaces
Difference (surplus/deficit)	83 spaces
Percentage	27%
<b>Thursday, February 22, 2006</b>	
Peak Hour:	7:30 PM
Maximum Number of Bedrooms	96 Bedrooms
Peak Parking Occupancy:	222 Occupied spaces
Occupied Bedrooms	45 Occ. Bedrooms
Parking Ratio	NA spaces/occ. bedroom
Parking Supply	310 spaces
Difference (surplus/deficit)	88 spaces
Percentage	28%
<b>Weekday Average</b>	
Peak Parking Occupancy:	224.5 Occupied spaces
Parking Supply	310 spaces
Difference (surplus/deficit)	86 spaces
Percentage	28%
<b>Saturday, February 24, 2006</b>	
Peak Hour:	6:00 AM
Peak Parking Occupancy:	272 Occupied spaces
Maximum Number of Bedrooms	96 Bedrooms
Occupied Bedrooms	45 Occ. Bedrooms
Parking Ratio	NA spaces/occ. bedroom
Parking Supply	310 spaces
Difference (surplus/deficit)	38 spaces
Percentage	12%

Notes: (1) Includes 72 bedrooms on the east property and 24 bedrooms on the west property.

(2) Building Occupancy information was provided by ARHA.

(3) Based on parking counts collected by Wells & Associates in February, 2007.

Table 3  
West Glebe (1)  
Parking Occupancy Summary (2)

<b>Wednesday, February 21, 2006</b>	
Peak Hour:	6:30 AM & 4:00 PM
Peak Parking Occupancy:	7 Occupied spaces
Maximum Number of Bedrooms	114 Bedrooms
Occupied Bedrooms	61 Bedrooms
Parking Ratio	0.11 spaces/occ. bedroom
Parking Supply	57 spaces
Difference (surplus/deficit)	50 spaces
Percentage	88%
<b>Thursday, February 22, 2006</b>	
Peak Hour:	5:30 PM - 6:30 PM
Peak Parking Occupancy:	8 Occupied spaces
Maximum Number of Bedrooms	114 Bedrooms
Occupied Bedrooms	61 Bedrooms
Parking Ratio	0.13 spaces/occ. bedroom
Parking Supply	57 spaces
Difference (surplus/deficit)	49 spaces
Percentage	86%
<b>Weekday Average</b>	
Peak Parking Occupancy:	7.5 Occupied spaces
Parking Ratio (per bedroom)	0.12 spaces/occ. bedroom
Parking Ratio (per occupied unit) (2)	0.23 spaces/occ. unit
<b>Saturday, February 24, 2006</b>	
Peak Hour:	6:30 AM - 8:00 AM
Peak Parking Occupancy:	7 Occupied spaces
Maximum Number of Bedrooms	114 Bedrooms
Occupied Bedrooms	61 Bedrooms
Parking Ratio (per bedroom)	0.11 spaces/occ. bedroom
Parking Ratio (per unit) (3)	0.22 spaces/occ. unit
Parking Supply	57 spaces
Difference (surplus/deficit)	50 spaces
Percentage	88%

Notes: (1) Building Occupancy information was provided by ARHA.

(2) Based on parking counts collected by Wells & Associates in February, 2007.

(3) Based on 32 occupied units. Total of 56 units currently exist on-site.

Table 4  
Glebe Park (1)  
Parking Analysis Summary

<b>Calculated Parking Demand Ratio (1)</b>	
Weekday Average Parking Ratio	0.12 spaces/occ. bedroom
Saturday Parking Ratio	0.11 spaces/occ. bedroom
<b>Old Dominion East</b>	
Existing Number of Units	72 units
Proposed Number of Units	34 units
Difference	(38) units
Existing Number of Bedrooms	72 Bedrooms
Proposed Number of Bedrooms	65 Bedrooms
Difference	(7) Bedrooms
Existing Number of Occupied Bedrooms	32 Occ. Bedrooms
Proposed Number of Bedrooms(non market-rate)	59 Bedrooms
Proposed Number of Market-Rate Bedrooms	6 Bedrooms
Weekday Market-Rate Parking Requirement (3)	8 spaces
Weekday Parking Required(non market-rate)	8 spaces
<b>Weekday Parking Requirement</b>	<b>16 spaces</b>
Saturday Market-Rate Parking Requirement (3)	8 spaces
Saturday Parking Required(non market-rate)	7 spaces
<b>Saturday Parking Requirement</b>	<b>15 spaces</b>
New Parking Supply (4)	39 spaces
Max.Difference (surplus/deficit)	23 spaces
Percentage	59% spaces
Average Parking Spaces Provided per Unit	1.15 spaces/unit
<b>Old Dominion West</b>	
Existing Number of Units	24 units
Proposed Number of Units	24 units
Difference	- units
Existing Number of Bedrooms	24 Bedrooms
Proposed Number of Bedrooms	24 Bedrooms
Difference	- Bedrooms
Existing Number of Occupied Bedrooms	13 Occ. Bedrooms
Weekday Parking Demand	2 spaces
Saturday Parking Demand	2 spaces
Additional Bedrooms at Full Occupancy	11 Bedrooms
Weekday Additional Parking Required	2 spaces
Saturday Additional Parking Required	2 spaces
Weekday Parking Occupancy	225 Occupied spaces
Additional Parking Required for Old Dominion West	2 spaces
Adjustment for Old Dominion East New Off-Street Parking Lot	(4) spaces
Adjusted Weekday Parking Occupancy	223 spaces
Parking Supply	310 spaces
<b>Difference (surplus/deficit)</b>	<b>88 spaces</b>
<b>Percentage</b>	<b>28%</b>
Saturday Parking Occupancy	272 Occupied spaces
Additional Parking Required for Old Dominion West	2 spaces
Adjustment for Old Dominion East New Off-Street Parking Lot	(4) spaces
Adjusted Weekday Parking Occupancy	270 spaces
Parking Supply	310 spaces
<b>Difference (surplus/deficit)</b>	<b>40 spaces</b>
<b>Percentage</b>	<b>13%</b>
<b>West Glebe</b>	
Existing Number of Units	56 units
Proposed Number of Units	48 units
Difference	(8) units
Existing Number of Bedrooms	114 Bedrooms
Proposed Number of Bedrooms	134 Bedrooms
Difference	20 Bedrooms
Weekday Parking Required	17 spaces
Saturday Parking Required	15 spaces
Parking Supply (5)	54 spaces
<b>Max.Difference (surplus/deficit)</b>	<b>37 spaces</b>
<b>Percentage</b>	<b>69%</b>
Parking Spaces Provided per Unit	1.13 spaces/unit

Notes: (1) Building Occupancy information was provided by ARHA.  
(2) Based on parking counts collected by Wells & Associates in February, 2007.  
(3) Old Dominion East is proposed to contain six(6), market-rate one-bedroom townhouses. City requires 1.3 spaces/unit.  
(4) Reflects proposed new off-street parking lot of 39 spaces.  
(5) Reflects decrease from 57 to 54 spaces with the redevelopment.



**Appendix A**  
**Schematic Site Plans**



OVERALL  
SITE  
PLAN





**Appendix B**  
**Detailed Parking Analysis Information**



Parking Occupancy Count  
**#3441**  
 Arlandria

Surveyor: Admir & Majda  
 Hours: 6am - 8pm  
 Date: 21-Feb  
 Weather: \_\_\_\_\_

Property	Old Dominion East and West											W. Glebe Park			
Lots	Lot A	Lot B	Lot C	Lot D	Lot E	Lot F	Lot G	Lot H	Total	Percent	Distribution	Lot I	Total	Percent	Distribution
	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Vehicles	Occupied		Cars	Vehicles	Occupied	
<b>AM</b>															
6:00 AM	23	42	36	20	28	17	27	34	227	73%	100%	6	6	11%	86%
6:30 AM	23	34	37	17	24	18	21	33	207	67%	91%	7	7	12%	100%
7:00 AM	23	33	31	18	22	11	19	26	183	59%	81%	7	7	12%	100%
7:30 AM	23	27	28	15	22	13	13	23	164	53%	72%	6	6	11%	86%
8:00 AM	23	22	25	14	19	14	13	22	152	49%	67%	6	6	11%	86%
8:30 AM	22	19	23	7	19	10	10	21	131	42%	58%	6	6	11%	86%
9:00 AM	18	17	23	6	19	10	11	20	124	40%	55%	6	6	11%	86%
9:30 AM	18	17	24	6	19	10	9	21	124	40%	55%	6	6	11%	86%
10:00 AM	18	18	27	4	19	10	8	23	127	41%	56%	6	6	11%	86%
10:30 AM	18	18	24	4	19	10	9	23	125	40%	55%	6	6	11%	86%
11:00 AM	18	16	24	3	19	10	5	23	118	38%	52%	5	5	9%	71%
11:30 AM	18	14	27	4	19	10	5	23	120	39%	53%	5	5	9%	71%
12:00 PM	20	13	34	6	18	10	3	24	128	41%	56%	4	4	7%	57%
<b>PM</b>															
12:30 PM	19	15	29	8	19	10	5	23	128	41%	56%	5	5	9%	71%
1:00 PM	18	16	28	12	17	12	5	21	129	42%	57%	4	4	7%	57%
1:30 PM	18	16	31	11	15	12	5	21	129	42%	57%	4	4	7%	57%
2:00 PM	17	16	32	9	15	11	5	21	126	41%	56%	5	5	9%	71%
2:30 PM	17	16	33	12	19	11	7	21	136	44%	60%	5	5	9%	71%
3:00 PM	16	18	33	14	21	13	11	21	147	47%	65%	6	6	11%	86%
3:30 PM	16	26	32	15	21	13	12	24	159	51%	70%	6	6	11%	86%
4:00 PM	16	24	34	18	22	14	17	26	171	55%	75%	7	7	12%	100%
4:30 PM	16	23	33	19	21	13	15	25	165	53%	73%	6	6	11%	86%
5:00 PM	16	26	33	19	21	13	16	26	170	55%	75%	6	6	11%	86%
5:30 PM	16	30	34	22	24	14	19	26	185	60%	81%	6	6	11%	86%
6:00 PM	16	34	34	24	26	17	22	28	201	65%	89%	4	4	7%	57%
6:30 PM	20	37	32	22	26	17	20	29	203	65%	89%	5	5	9%	71%
7:00 PM	23	38	33	23	24	16	21	31	209	67%	92%	5	5	9%	71%
7:30 PM	24	38	35	23	24	16	24	31	215	69%	95%	6	6	11%	86%
8:00 PM	22	39	35	22	25	16	25	30	214	69%	94%	5	5	9%	71%
Total Spcs.	38	62	44	23	38	29	34	42	310			57	57		

Max Demand 227  
 Total Supply 310  
 Difference 83  
 % Difference 27%

Max Demand 7  
 Total Supply 57  
 Difference 50  
 % Difference 88%

Parking Occupancy Count

#3441

Arlandria

Surveyor: Admir & Majda

Hours: 6am - 8pm

Date: 22-Feb

Weather:

Property	Old Dominion East and West											W. Glebe Park			
Lots	Lot A	Lot B	Lot C	Lot D	Lot E	Lot F	Lot G	Lot H	Total	Percent	Distribution	Lot I	Total	Percent	Distribution
	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Vehicles	Occupied		Cars	Vehicles	Occupied	
AM															
6:00 AM	21	35	30	17	23	18	22	31	197	64%	89%	6	6	11%	75%
6:30 AM	19	36	26	17	21	17	21	27	184	59%	83%	6	6	11%	75%
7:00 AM	18	34	24	15	18	15	19	24	167	54%	75%	5	5	9%	63%
7:30 AM	16	34	21	15	17	15	18	25	161	52%	73%	4	4	7%	50%
8:00 AM	12	26	14	15	15	15	18	22	137	44%	62%	4	4	7%	50%
8:30 AM	11	23	12	16	14	13	17	21	127	41%	57%	3	3	5%	38%
9:00 AM	10	23	8	18	15	10	18	21	123	40%	55%	3	3	5%	38%
9:30 AM	8	22	7	22	18	9	18	21	125	40%	56%	4	4	7%	50%
10:00 AM	9	20	8	24	19	9	18	19	126	41%	57%	5	5	9%	63%
10:30 AM	7	31	5	23	19	9	21	18	133	43%	60%	5	5	9%	63%
11:00 AM	4	32	4	24	18	9	23	14	128	41%	58%	6	6	11%	75%
11:30 AM	2	30	3	24	17	11	22	14	123	40%	55%	7	7	12%	88%
12:00 PM	1	31	2	24	18	12	22	13	123	40%	55%	7	7	12%	88%
PM															0%
12:30 PM	2	29	3	24	19	10	22	12	121	39%	55%	6	6	11%	75%
1:00 PM	2	29	9	24	18	11	23	12	128	41%	58%	6	6	11%	75%
1:30 PM	4	28	12	20	17	11	17	13	122	39%	55%	3	3	5%	38%
2:00 PM	4	28	14	21	19	12	17	12	127	41%	57%	1	1	2%	13%
2:30 PM	6	27	15	21	21	12	18	13	133	43%	60%	1	1	2%	13%
3:00 PM	7	26	19	19	21	14	18	13	137	44%	62%	2	2	4%	25%
3:30 PM	7	26	23	19	22	16	18	17	148	48%	67%	4	4	7%	50%
4:00 PM	7	27	27	19	24	18	19	20	161	52%	73%	5	5	9%	63%
4:30 PM	9	30	28	19	23	17	21	22	169	55%	76%	7	7	12%	88%
5:00 PM	13	31	29	22	26	18	22	26	187	60%	84%	7	7	12%	88%
5:30 PM	15	37	34	26	29	21	23	29	214	69%	96%	8	8	14%	100%
6:00 PM	15	37	33	25	29	21	25	29	214	69%	96%	8	8	14%	100%
6:30 PM	16	36	33	23	29	19	27	32	215	69%	97%	8	8	14%	100%
7:00 PM	19	38	33	23	27	18	27	33	218	70%	98%	7	7	12%	88%
7:30 PM	23	39	34	23	27	18	27	31	222	72%	100%	7	7	12%	88%
8:00 PM	24	39	32	23	25	18	27	31	219	71%	99%	6	6	11%	75%
Total Spcs.	38	62	44	23	38	29	34	42	310			57	57		

Max Demand 222

Total Supply 310

Difference 88

% Difference 28%

Max Demand 8

Total Supply 57

Difference 49

% Difference 86%

121

Parking Occupancy Count

#3441

Arlandria

Surveyor: Admir & Majda

Hours: 6am - 8pm

Date: 24-Feb

Weather:

Property	Old Dominion East and West											W. Glebe Park			
Lots	Lot A	Lot B	Lot C	Lot D	Lot E	Lot F	Lot G	Lot H	Total	Percent	Distribution	Lot I	Total	Percent	Distribution
	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Vehicles	Occupied		Cars	Vehicles	Occupied	
AM															
6:00 AM	31	54	38	26	35	25	30	33	272	88%	100%	6	6	11%	86%
6:30 AM	31	52	36	25	29	25	32	33	263	85%	97%	7	7	12%	100%
7:00 AM	30	51	33	24	27	25	32	31	253	82%	93%	7	7	12%	100%
7:30 AM	28	46	26	26	27	20	28	33	234	75%	86%	7	7	12%	100%
8:00 AM	25	39	27	24	28	17	23	31	214	69%	79%	7	7	12%	100%
8:30 AM	15	52	23	24	27	17	24	28	210	68%	77%	5	5	9%	71%
9:00 AM	16	50	22	24	27	16	24	27	206	66%	76%	6	6	11%	86%
9:30 AM	21	35	28	22	27	13	19	29	194	63%	71%	5	5	9%	71%
10:00 AM	20	34	25	21	24	13	19	28	184	59%	68%	6	6	11%	86%
10:30 AM	19	31	24	19	19	13	19	26	170	55%	63%	7	7	12%	100%
11:00 AM	21	29	24	19	18	13	19	24	167	54%	61%	6	6	11%	86%
11:30 AM	23	25	26	20	19	12	17	23	165	53%	61%	6	6	11%	86%
12:00 PM	21	28	31	21	21	13	19	25	179	58%	66%	6	6	11%	86%
PM															0%
12:30 PM	19	29	33	23	21	13	19	25	182	59%	67%	6	6	11%	86%
1:00 PM	20	30	32	22	20	13	19	25	181	58%	67%	6	6	11%	86%
1:30 PM	20	29	32	20	18	12	20	25	176	57%	65%	7	7	12%	100%
2:00 PM	24	32	33	21	21	14	20	26	191	62%	70%	5	5	9%	71%
2:30 PM	24	37	33	22	23	17	19	26	201	65%	74%	6	6	11%	86%
3:00 PM	26	41	35	24	24	19	19	28	216	70%	79%	5	5	9%	71%
3:30 PM	24	42	34	24	24	20	19	27	214	69%	79%	5	5	9%	71%
4:00 PM	24	42	35	23	24	20	19	28	215	69%	79%	5	5	9%	71%
4:30 PM	23	42	36	21	25	21	19	28	215	69%	79%	6	6	11%	86%
5:00 PM	21	42	34	20	25	22	22	28	214	69%	79%	6	6	11%	86%
5:30 PM	20	44	36	22	26	21	21	29	219	71%	81%	5	5	9%	71%
6:00 PM	23	41	35	22	25	21	21	30	218	70%	80%	5	5	9%	71%
6:30 PM	26	40	34	22	25	19	24	29	219	71%	81%	7	7	12%	100%
7:00 PM	22	46	33	21	24	19	24	28	217	70%	80%	7	7	12%	100%
7:30 PM	25	44	35	23	26	20	26	29	228	74%	84%	6	6	11%	86%
8:00 PM	27	44	34	21	27	23	28	31	235	76%	86%	6	6	11%	86%
Total Spcs.	38	62	44	23	38	29	34	42	310			57	57		

Max Demand 272  
Total Supply 310  
Difference 38  
% Difference 12%

Max Demand 7  
Total Supply 57  
Difference 50  
% Difference 88%

**Appendix C**  
**ARHA Resident Survey**



## GLEBE PARK APARTMENTS

Alexandria, Virginia

### RESIDENT SURVEY FORM

Leaseholder Name: \_\_\_\_\_ (Head of Household)

Address: \_\_\_\_\_

Purpose: The survey questions that follow have been developed in order to obtain information concerning the parking needs and the transportation habits of the current Glebe Park population. Your participation in the survey will ensure that the parking provided in the newly redeveloped site will be adequate to serve the needs of the community.

Number of people who drive and live at the address listed above: \_\_\_\_\_

Number of cars owned by the people who live at the address listed above: \_\_\_\_\_

Please list the make and model of all cars owned: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you ride the bus? ☐ yes ☐ no

If yes, how often? ☐ 1 to 3 times a week  
☐ 3 to 5 times a week  
☐ more than 5 times a week

Do you use the metro? ☐ yes ☐ no

If yes, how often? ☐ 1 to 3 times a week  
☐ 3 to 5 times a week  
☐ more than 5 times a week

Thank you for your participation.

521

RESIDENT SURVEY

Data #1	Number of drivers at this location	169	86.2%	% of respondents
Data #2	Number of cars owned by household at this location	89		
Data #3	Make of vehicle #1			
Data #4	Model's Year			
Data #5	Do you ride the bus? = Yes	123	62.8%	
Data #6	No	73	37.2%	
Data #7	If yes, how often? = 1 to 3 times a week	63	32.1%	
Data #8	3 to 5 times a week	31	15.8%	
Data #9	more than 5 times a week	29	14.8%	
Data #10	Do you use the metro? = Yes	85	43.4%	
Data #11	No	110	56.1%	
Data #12	1 to 3 times a week	47	24.0%	
Data #13	3 to 5 times a week	17	8.7%	
Data #14	more than 5 times a week	21	10.7%	
Data #15	Number of Resident responses (1 for each form)	196		

Notes:  
Total of survey forms mailed out = 894  
Total of responses = 196  
% of response = 21.92%  
Area surveyed = PHA wide

Resident Parking Survey  
2007

## RESIDENTS SURVEY DATA

Project #	Unit #		Data #1	Data #2	Data #3	Data #4	Data #5	Data #6	Data #7	Data #8	Data #9	Data #10	Data #11	Data #12	Data #13	Data #14	Data #15
417	407A		2	1	Toy	92	1	0	1	0	0	1	0	1	0	0	1
	925n alf		0	0	0	0	1	1	0	1	0	1	0	1	0	0	1
	407b cook		1	1	Toy	0	0	1	0	0	0	0	1	0	0	0	1
	2500n vd		1	1	Toy	4	0	1	0	0	0	0	1	0	0	0	1
	1704 w b		1	1	Nis	96	1	0	0	1	0	1	0	1	0	0	1
	813 w g		1	0	0	0	1	0	1	0	0	1	0	1	0	0	1
	738 n fay		0	0	0	0	1	0	0	0	1	1	0	0	1	0	1
	736 n fay		0	0	0	0	1	0	0	1	0	1	0	0	0	1	1
	2500n vd		1	0	0	0	1	0	0	1	0	1	0	1	0	0	1
	300 wyth		1	1	Hon	96	0	1	0	0	0	0	0	0	0	0	1
	106 ells		1	1	Nis	0	1	0	0	1	0	0	1	0	0	0	1
	812 madi		0	0	0	0	1	0	0	0	1	1	0	0	0	1	1
	908 mont		0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
	822 n alf		1	1	Toy	96	1	0	1	0	0	1	0	0	1	0	1
	1348 madi		1	0	0	0	1	0	1	0	0	0	1	0	0	0	1
	300 wyth	917	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
	300 wyth	808	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1
	300 wyth	216	1	1	Bui	03	0	1	0	0	0	0	1	0	0	0	1
	300 wyth	1010	1	1	Old	90	0	1	0	0	0	0	1	0	0	0	1
	923 n alf		1	1	Nis	0	1	0	1	0	0	1	0	1	0	0	1
	285 s whi		1	1	Toy	99	0	1	0	0	0	0	1	0	0	0	1
	3491 duk		2	1	Toy	04	1	0	1	0	0	0	1	0	0	0	1
	300 wyth		0	0	0	0	1	0	1	0	0	0	1	0	0	0	1
	2701 radf		0	0	0	0	1	0	0	0	1	1	0	1	0	0	1
	2500n vd	1418	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1
	818 madi		0	0	0	0	1	0	0	0	1	1	0	0	0	1	1
	808 mont		1	0	0	0	1	0	0	1	0	1	0	0	1	0	1
	718 n fay		0	0	0	0	1	0	1	0	0	1	0	1	0	0	1
	807 n alf		2	0	0	0	1	0	0	0	1	1	0	0	0	1	1
	819 n pat		1	0	0	0	1	0	1	0	0	0	1	0	0	0	1
	300 wyth	712	1	0	0	0	1	0	1	0	0	0	1	0	0	0	1
	1326 mad		0	0	0	0	1	0	0	1	0	1	0	1	0	0	1
	909 mont		1	1	Chev	00	0	1	0	0	0	0	1	0	0	0	1
	300 wyth	612	1	1	Ford	91	0	1	0	0	0	0	1	0	0	0	1
	831 n alf		0	0	0	0	1	0	0	1	0	1	0	0	1	0	1
	300 wyth	615	0	0	0	0	1	0	0	0	1	1	0	0	1	0	1
	1426 prin	102	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1

Resident Parking Survey  
2007

428 euille		4	1	Dod	02	0	0	0	0	0	0	0	1	0	0	0	1
300 wyth	701	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1
836 n col		0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	1
153 princ	T	4	2	Toy(2)	0	0	1	0	0	0	0	0	1	0	0	0	1
738 n col		1	1	Dod	03	0	1	0	0	0	0	0	1	0	0	0	1
114 ells		1	1	Hon	98	0	1	0	0	0	0	0	1	0	0	0	1
300 wyth	616	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	1
311 s whit		3	1	Old	94	1	0	1	0	0	1	0	1	0	0	0	1
920 n alf		1	1	Toy	0	0	1	0	0	0	0	0	1	0	0	0	1
1420 princ		1	1	Ford	0	0	1	0	0	0	1	0	1	0	0	0	1
300 wyth	1117	1	0	0	0	1	0	1	0	0	1	0	0	0	0	1	1
2500n vd	514	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1
300 wyth	915	1	1	Ford	82	0	1	0	0	0	0	1	0	0	0	0	1
605 n pat		0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1
300 wyth	910	1	1	Chry	0	0	1	0	0	0	0	0	1	0	0	0	1
277s whit		1	2	inf/chr	0	0	1	0	0	0	0	0	1	0	0	0	1
914 mont		1	0	0	0	1	0	0	0	1	1	0	0	0	0	1	1
808 1st st		0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	1
300 wyth	410	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
409s rey		2	2	0	0	1	0	0	0	1	0	1	0	0	0	0	1
931n hen		0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	1
47s bragg		3	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1
35s bragg		1	1	Mer	98	0	1	0	0	0	0	0	1	0	0	0	1
2500n vd	613	1	1	Hyu	02	1	0	1	0	0	1	0	1	0	0	0	1
1315 wyth		1	1	Mer	0	1	0	1	0	0	1	0	1	0	0	0	1
431B euil		1	1	Nis	97	1	0	1	0	0	1	0	1	0	0	0	1
818 1st st		0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
1231 wyth		2	1	Chev	0	1	0	0	1	0	1	0	0	1	0	0	1
1253 wyth		0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
1022 mont		1	1	Hon	02	0	1	0	0	0	0	1	0	0	0	0	1
300 wyth	1114	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1
300 wyth	913	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1
913n hen		1	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1
1005 mont		2	0	0	0	1	0	1	0	0	1	0	1	0	0	0	1
818 mont		1	1	Dod	02	0	1	0	0	0	1	0	1	0	0	0	1
917n patr		0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1
911n henr		2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
1011 mad		2	1	Dod	92	1	0	0	1	0	1	0	1	0	0	0	1
300 wyth	509	1	1	Chev	99	1	0	1	0	0	1	0	1	0	0	0	1
300 wyth	407	1	0	0	0	1	0	0	1	0	1	0	1	0	0	0	1
300 wyth	1102	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1
300 wyth		1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1



300 wyth	603	2	2	GMC	02	0	1	0	0	0	0	0	1	0	0	0	0	1
				Chry	98													
300 wyth	305	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	1
300 wyth	805	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	605	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	1014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	801	1	1	Ford	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	417	1	2	Dod	65	0	0	0	0	0	0	0	0	0	0	0	0	1
				Toy	94													
3483 duk		1	1	GMC	0	0	0	0	0	0	0	0	0	0	0	0	0	1
817 wyth		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1311 wyth		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
915n hen		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1233 wyth		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1530 prin	202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
820n alf		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	511	1	1	Mer	71	0	0	0	0	0	0	0	0	0	0	0	0	1
730n fay		1	2	Ford	0	0	0	0	0	0	0	0	0	0	0	0	0	1
				Cady														
126 ells		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4505w bra		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	601	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1205 wyth		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
709n alf		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
911n alf		1	1	Nis	0	0	0	0	0	0	0	0	0	0	0	0	0	1
409 cook		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
915n alf		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
928n col		1	1	Hon	95	0	0	0	0	0	0	0	0	0	0	0	0	1
2500n vd	718	1	1	Toy	0	0	0	0	0	0	0	0	0	0	0	0	0	1
916 1st		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	402	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
925n pat		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2500n vd	1212	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	1103	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5818 sang		2	2	Pon	91	0	0	0	0	0	0	0	0	0	0	0	0	1
				Jeep	91													
1010 mon		1	1	Toy	01	0	0	0	0	0	0	0	0	0	0	0	0	1
307s whit		1	1	Nis	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300 wyth	814	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2500n vd	911	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Project #	3128s 28	2	1	Mer	98	1	0	0	0	0	0	0	0	0	0	0	0	1

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2500n vd	511	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	1
293s whit		1	1	Chev	05	0	1	0	0	0	0	0	0	1	0	0	0	1
2500n vd	1111	1	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1
300 wyth	715	1	1	Old	95	0	1	0	0	0	0	0	0	1	0	0	0	1
300 wyth	505	1	1	Toy	92	0	1	0	0	0	0	0	0	1	0	0	0	1
73 yale		0	0	0	0	1	0	0	0	1	1	1	0	0	0	1	0	1
300 wyth	215	0	1	Chev	95	1	0	1	0	0	0	0	0	1	0	0	0	1
937n alf		2	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	1
300 wyth	706	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
269s whit		2	1	Mer	03	0	1	0	0	0	0	0	0	1	0	0	0	1
300 wyth	902	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
1410 prin		0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
4684w brad		2	1	Dod	90	0	1	0	0	0	0	0	0	1	0	0	0	1
59 yale		1	1	GMC	01	0	1	0	0	0	0	0	0	1	0	0	0	1
300 wyth	710	2	1	Ford	0	0	1	0	0	0	0	0	0	1	0	0	0	1
821n alf		0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	1
1015 mont		2	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	1
824n alf		2	1	Ford	98	0	1	0	0	0	0	0	0	1	0	0	0	1
300 wyth		1	1	Chev	95	1	0	1	0	0	0	1	0	1	0	0	0	1
423s rey		1	1	Hon	02	0	1	0	0	0	0	0	0	1	0	0	1	1
717n alf		1	1	Chev		0	0	1	0	0	0	0	0	1	0	0	0	1
819n hen		0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
300 wyth		0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	1
811 wyth		2	1	Toy		0	0	1	0	0	0	0	0	1	0	0	0	1
923n pat		1	1	Ford	98	1	0	1	0	0	0	0	0	1	0	0	0	1
928n alf		2	2	Nis	97	1	0	1	0	0	0	1	0	1	0	0	0	1
				Sat	95													
820n pat		0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
827n hen		1	1	Ford		0	0	1	0	0	0	0	0	1	0	0	0	1
814n patr		0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
825n hen		4	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1
300 wyth	516	2	1	Toy	98	1	0	1	0	0	0	1	0	1	0	0	0	1
300 wyth	403	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
3911 old	102	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
3911 old	302	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1
447s rey		2	1	Cady	93	1	0	1	0	0	0	1	0	1	0	0	0	1
300 wyth	207	1	1	Mitsu	02	0	1	0	0	0	0	0	0	1	0	0	0	1
408 cook	#C	1	1	Jeep	98	0	1	0	0	0	0	0	0	1	0	0	0	1
120 ells		3	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	1
300 wyth	717	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
300 wyth	313	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
300 wyth	411	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1

Residents Parking Survey 2007  
Res. Survey Feb. 2007

**Appendix D**  
**ARHA Parking Study**



GLEBE PARK  
ALEXANDRIA, VA.

GLEBE PARK APARTMENTS SURVEY OF PARKING SPACES  
Summation of the Parking Counts

Street	Total # Spaces within two blocks	Vacant Spaces Friday 2/9/07	Vacant Spaces Saturday 2/10/07	Vacant Spaces Monday 2/12/07	Minimum Available Spaces	(% of total spaces)
<b>W. Glebe Road</b>	<b>310</b>					
12:01-2:00 PM		201	155	213	155	50%
4:00-7:00 PM		199	167	200	167	53%
11:00PM-1:00AM		248	155	127	127	41%
<b>Old Dominion Boulevard</b>	<b>263</b>					
12:01-2:00 PM		186	156	230	156	59%
4:00-7:00 PM		177	138	224	138	52%
11:00PM-1:00AM		134	98	118	98	37%

Notes:

Parking count excluded all private parking spaces within the surveyed blocks.

GBLEBE PARK  
APARTMENTS

GBLEBE PARK APARTMENTS												
PARKING SURVEY												
DATE OF SURVEY: Friday, Feb. 9 2007												
SURVEY SCHEDULE:												
Street Address	Block number	Parking type	Total Spaces									
W. Glebe Road	800 block	Street / Public	57									
Florence Ave.	3800 block	Street / Public	117									
Milan Ave.	3800 block	Street / Public	114									
Notabene Dr.	600 Block	Street / Public	42									
Old Dominion	3200 Block	Street / Public	101									
4 Mile Road	600 Block	Street / Public	31									
Tennessee	600 Block	Street / Public	120									
Laird Pl	3900 Block	Street / Public	12									
Cameron Hills	3900 Block	Street / Public	10									
Gresham	3900 Block	Street / Public	9									
Halcyon	3500 Block	Street / Public	8									
Old Dominion	3400 Block	Street / Public	12									
12:01-2:00 PM												
Vacant Spaces	49	54	71	9	65	7	90	10	9	8	7	10
4:00-7:00 PM												
Vacant Spaces	19	78	69	7	48	10	103	9	8	8	8	11
11:00PM-1:00AM												
Vacant Spaces	51	53	42	11	31	5	88	6	6	6	5	10
Minimum Available Spaces (% of total spaces)	19	53	42	7	31	5	88	6	6	6	5	10
%	33%	45%	37%	17%	31%	16%	73%	50%	60%	67%	63%	83%

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GLEBE PARK  
APARTMENTS

GLEBE PARK APARTMENTS PARKING SURVEY								DATE OF SURVEY: SURVEY SCHEDULE:		Saturday, Feb. 10, 2007			
		E	E	E	E	NE	NE	S	S	SE	SE	SE	SE
	Street Address	W. Glebe Road	Florence Ave.	Milan Ave.	Notabene Dr.	Old Dominion	4 Mile Road	Tennessee	Laird Pl	Cameron Hills	GresHam	Halcyon	Old Dominion
	Block number	800 block	3800 block	3800 block	600 Block	3200 Block	600 Block	600 Block	3900 Block	3900 Block	3900 Block	3500 Block	3400 Block
	Parking type	Street / Public	Street / Public	Street / Public	Street / Public	Street / Public	Street / Public	Street / Public	Street / Public	Street / Public	Street / Public	Street / Public	Street / Public
	Total Spaces	57	117	114	42	101	31	120	12	10	9	8	12
1 12:01-2:00 PM													
	Vacant Spaces	50	47	45	18	50	6	82	7	6	7	5	7
2 4:00-7:00 PM													
	Vacant Spaces	45	49	51	7	28	7	78	6	5	7	6	8
3 11:00PM-1:00AM													
	Vacant Spaces	50	38	37	6	17	6	79	6	4	7	5	2
	Minimum Available Spaces (% of total spaces)	45	38	37	6	17	6	78	6	4	7	5	2
	%	79%	32%	32%	14%	17%	19%	65%	50%	40%	78%	63%	17%

GLEBE PARK  
APARTMENTS

**GLEBE PARK APARTMENTS**  
**PARKING SURVEY**

DATE OF SURVEY:

**Monday, Feb. 12, 2007**

	SE	Street Address	W. Glebe Road	E	Florence Ave.	E	Milan Ave.	E	Dr. Notabene	NE	Old Dominion	NE	4 Mile Road	S	Tennessee	Laird Pl	Cameron Hills	Gresham	Halcyon	Old Dominion		
		Block number	800 block		3800 block		3800 block		600 Block		3200 Block		600 Block		3900 Block		3900 Block		3500 Block		3400 Block	
		Parking type	Street / Public		Street / Public		Street / Public		Street / Public		Street / Public		Street / Public		Street / Public		Street / Public		Street / Public		Street / Public	
		Total Spaces	57		117		114		42		101		31		120		12		9		12	
1	12:01-2:00 PM																					
		Vacant Spaces	45	67	73	38	71	8	87	11	10	8	6	11								
2																						
		Vacant Spaces	22	73	78	35	57	7	98	12	8	9	7	10								
3																						
		Vacant Spaces	21	27	41	11	14	6	91	7	6	7	5	9								
		(% of total spaces)	21	27	41	11	14	5	87	7	58%	73%	75%	63%	78%	7	6	7	5	9		
		Minimum Available Spaces																				
		%																				

Parking Count Survey WGP 20071  
Survey 2 12 07

2/28/2007



## CORRECTIVE ACTION PLAN

### Executive Summary

ARHA is currently planning to redevelop the Glebe Park Apartments, a 152 unit, multi-family housing development located in Alexandria, Virginia. The project was financed with bonds that were insured by the U.S. Department of Housing and Urban Development pursuant to Sections 221(d)(3) and 224 of the National Housing Act and, consistent with such insurance requirements, ARHA agreed to set-aside 40 of the 152 total dwelling units which comprise Glebe Park Apartment, for "very low income" residents. Accordingly, the remaining 112 dwelling units are held open for rental, without reservation and at prevailing market rates. The decision to redevelop Glebe Park Apartments represents the culmination of a decade of research by ARHA staff and multiple planning studies.

For various reasons, occupancy of this property, especially of the eight, twelve-unit buildings located at Old Dominion Boulevard has always been substantially below the Authority's expectations. Consequently, Glebe Park Apartments (the "Project") over some period has not produced sufficient rental revenues to service the debt on the bonds and ARHA has had to routinely subsidize the debt service payments. ARHA's annual subsidy payments to the project could only be made out of those limited assets which the Authority had the discretion to deploy for such purposes (primarily Section 8 earned administrative fees and income from the tax exempt bond program), adversely affecting the Authority's cash flow and overall financial condition. In 1996 the Authority began pursuing various options for minimizing its annual operating subsidy of this project, these options included strategies for reducing operating expenses and for increasing revenues – principally by reducing the vacancy rate on the market-rate units. Authority staff also explored a proposal from the City of Alexandria for a master lease with the option to purchase, one of the 12-unit buildings on Old Dominion Boulevard for use by the Alexandria Community Services Board. While the discussions did not result in the sale or lease of any units to the City, it did result in a refunding of the bonds.

Though the refunding of the original 1987 bond financing in 1996 did result in lower debt service costs, ARHA was forced to continue its annual subsidy payments to cover deficits at Glebe Park Apartments. In 2003 HUD regulations changed, no longer allowing the use of Section 8 funds to cover the deficits of ARHA's other housing programs. These regulatory changes caused a need for immediate action by ARHA to either divest its portfolio of this non-performing property, or somehow transform it into a performing property. While a 2003 planning study precipitated by the HUD changes did not result in any recommendations for the property that are viable in 2006, we believe our current proposal for redevelopment provides a solution not only to the aged and outmoded housing units at Glebe Park but also to other ARHA properties that are also no longer economically viable and would soon be presenting the same problem that Glebe Park currently is presenting. It also represents the least amount of inconvenience for our clients.

Restoring a trouble housing project to financial health requires flexibility, inventiveness and a levelheaded assessment of the options available to the owner, investors and lender. Accordingly, we offer this Corrective Action Plan for consideration by the United States Department of Housing and Urban Development in hopes that it will support our redevelopment efforts and

allow ARHA and the City of Alexandria to retain much needed affordable housing units in the Northern Virginia area.

I. Relevant Background Information

A. Physical Description

Glebe Park was constructed in 1945 and was purchased by ARHA in June 1987. It is located on three parcels of land fronting the 800 block of West Glebe Road and the 3900 block of Old Dominion Boulevard. The complex includes nine buildings: one continuous building with five sections located on West Glebe Road containing 56 units and eight buildings located on Old Dominion Boulevard containing 96 units. All buildings are 2-1/2 story, brick masonry structures with garden level apartments roughly at grade. Two 1-bedroom apartments at the Old Dominion site were taken off-line to be used as a police officer's apartment and satellite police station. Non-residential space includes a management office at West Glebe, and small laundry and mechanical rooms throughout. Prior to the 1987 purchase by ARHA, this property had been condemned by the city for code (life safety) deficiencies, which were the result of multiple floods. The property was located in a flood zone and flooding was a frequent problem. The Corp of Engineers has in recent years widened the adjacent channel in an effort to abate the eminent water problems. Although both portions of the development were substantially renovated in 1987 and 1988, the development is currently in need of significant upgrades and continues to be plagued with problems associated with mold and mildew.

B. Fiscal Health of the Property

At 53% occupancy, Glebe Park currently places a cash demand on ARHA as operating revenues at the development fall short of meeting operating expenses and debt service. Though a refunding of the original 1987 bond financing in 1996 resulted in lower debt service costs, ARHA has for years, and continues to, subsidize operations at Glebe Park. In 2003, revenues were raised through rent increases reflective of the Board approved maximum rents and the conversion of 40 units from public housing Annual Contributions Contracts (ACC) rental status to Section 8. Subsequently, HUD challenged the conversion of the units to Section 8 and ARHA appealed the challenge (see additional information at section C. Past Efforts to Convert to Section 8 Vouchers). The appeal to HUD was not successful, and the reversion to ACC status had a substantial negative effect on the financial viability of Glebe Park. Compounding the problems, operating expenses have significantly increased since the 2003 planning study was completed. Over the life of the property, ARHA has loaned \$2,300,000 to cover operating deficits at Glebe Park with Section 8 earned administration fees and tax exempt bond program income but since 2003 regulation changes in the Section 8 program, we are no longer able to cover these losses.

C. Past Efforts to Convert to Section 8 Vouchers



On March 27, 2002, ARHA appealed to HUD to rescind our request for replacement of 40 units under ACC Amendment No. 34, for the Project. This letter implores HUD to assist with the urgent needs of this Project, stating:

*We have reached a juncture whereby we have no other choice but to seek your assistance again on this very urgent problem. Failure to consider our request will surely affect our financial viability and cause uncertain problems in meeting the demand of service to our public housing citizens. The ever present operating deficits are overwhelming and, without doubt, beyond our capabilities to remedy. Staff is constantly seeking ways of reducing costs beyond their normal incentives. As property owners retire bond loans, the ARHA's income from our tax-exempt bond program continues to decline. This program has played a key role, along with the Section 8 program in making funds available for revenue shortfalls. How long and how much we can continue to expect bond returns is questionable, with a 1% vacancy rate in Alexandria, owners have no incentives to rent to low income individuals; the bond program is becoming increasingly difficult to market.*

The document outlines the history of the Project purchase and explains that, while certain actions by management have gradually reduced the annual deficit, it cannot further improve the income position of the Project without removal of the public housing units from operating subsidy. ARHA included this action in its Agency Plan in years 2002 and 2003 and the ARHA Board of Commissioners and the City Council separately passed resolutions to convert the 40 units of public housing at Glebe Park to market rate so that Section 8 Housing Choice voucher holders could reside in the units, thereby increasing the rental income at the property. After answering questions posed by Ms. Mary Dunn of the field office related to the timing of the proposed action, ARHA transferred the 40 public housing units to market rate status and provided housing choice vouchers to the occupants. This prudent action insured more income for ARHA to meet operational needs without an impact on the low-income families residing in the units.

Despite the fact that staff informed the HUD field office of our intentions and subsequent actions, on May 15, 2003, fourteen months after ARHA makes its plea, we receive a response saying our actions are in violation of the ACC and we must restore the units to public housing status. Despite our appeals, HUD stood by its decision. For further information related to this section, see Exhibit A.

#### D. Problems Related to the Replacement of the Letter of Credit

In June of 2003, Staff informed the Board that it must restructure the debt on outstanding \$5.9 million tax-exempt bonds because of a pending expiration of the letter of credit. The financing for Glebe Park includes variable rate tax-exempt bonds, which in 2003 were being supported by a letter of credit (LOC) from KBC, a Belgian Bank. The KBC LOC was set to expire in December of 2003 and ARHA planned to develop replacement financing before the expiration date. At that time, ARHA was considering executing the Glebe Park refinance as part of a pooled financing program to include several properties that would be cross-collateralized with overlapping security; the other properties being considered in conjunction with Glebe Park were specifically Hopkins-Tancil (10.0%), and Jefferson Village (9.9%). A scope of work was

developed and ARHA issued an RFQ for these services; one response was received from Bank of America. In contacting firms who were given packages but did not respond, staff was told that concerns were mainly over the financial health of the properties (expenses had exceeded income for a number of years) and the physical condition. The ARHA Board voted to allow Staff to proceed with negotiations with Bank of America to (a) investigate refinancing options; and, (b) execute the closing documents required to complete the refinancing.

In February of 2004, Staff reported to the Board that Bank of America had informed ARHA that the conversion of the public housing units to Section 8 in Glebe Park and Jefferson Village must be in effect prior to any refinancing of the properties in order to increase the appraised value. If the bank were to use the as-is appraised value of the properties, the amount of liquid assets that ARHA must document in order to refinance would be high. The alternative to keeping large balances of liquid assets was that ARHA would again have to secure the liquidity, which was the purpose of the LOC. ARHA then requested an additional extension of the term of the KBC LOC. Between February 2003 and the time the LOC was replaced, KBC substantially increased its commitment fee to rates that were well above market for comparable services. From February 2003, KBC's commitment fee rose from 110 basis points (1.10%) per annum to 225 basis points (2.25%) per annum and that fee would have further increased as of June 2004 to 250 basis points (2.50%) until the stated expiration in September 2004. The LOC was ultimately replaced by DEPFA Bank for 165 basis points, which LOC expires on September 1<sup>st</sup>, 2007. If ARHA had not extended the LOC, we would have been subject to mandatory tender of the bonds but the September 1<sup>st</sup>, 2007 date represents a significant deadline by which the current financing of the property must be addressed.

ARHA Staff further reported at that time that we were in discussions with HUD regarding rescission of the ACC and removal of public housing on these two properties and until such time as this is completed, the expenses would continue to exceed the property income.

For further information related to this section, see Exhibit B.

## II. Studies Related to the Physical Needs and Feasibility of the Project<sup>1</sup>

### A. Patrician Mortgage Company Annual Inspections

A 1995 letter to ARHA from a representative of Alexandria Mental Health references signs of mildew everywhere indicating a system-wide problem as a drawback to a transaction that would result in a master lease of the 12-unit building located at 3910 Old Dominion Boulevard.

A 1996 Annual Inspection Report by the Patrician Mortgage Company documents deficiencies related to the roofs, flooring, landscaping, peeling paint, a significant number of units were vacant and isolated occupied units had apparent water damage from leaking pipes, and a "severe

---

<sup>1</sup> All cost estimates were stated in present day value as of the date they were delivered. The costs at commencement of construction could be significantly higher given the increase in petroleum costs for all goods manufactured with petroleum or transported to a job site.



*mold problem is occurring in seemingly random one bedroom units. The number of units in which this problem appears (25) is significant. We have concerns which were noted in last year's report, that this may be a health and safety issue for the property".* While the 1996 Report requires a plan of corrective action, a 1998 Annual Inspection Report repeats the observation of mold and mildew in several units and additionally notes moss and mold on the exterior of many of the buildings indicating the situation is worsening (see Exhibit C).

While ARHA has completed work associated with a number of the exigent problems identified (e.g., replacement of flooring and stair treads, reconditioning of the roofs, painting of the interiors and exteriors), we have not been able to arrest the mold that has continued its growth even with the 1887 / 88 substantial renovations.

#### B. 1997 Diversified Engineering PNA

In 1997, ARHA commissioned a Physical Needs Assessment (PNA) at the property, which was paid for through a City Development Block Grant. The PNA groups deficiencies into three classifications as follows:

- ❑ Classification I: Projects for immediate implementation to correct hazardous life safety and/or health deficiencies.
- ❑ Classification II: Project to correct code related deficiencies, which do not represent hazardous life safety and/or health concerns.
- ❑ Classification III: Projects that are not code related but would result in substantial improvements in the quality of the resident's environment.

The cost of the repairs associated with each of Classifications was noted as:

❑ Classification I:	\$2,622,800
❑ Classification II:	\$1,062,500
❑ Classification III:	<u>\$3,651,150</u>
Total cost:	<b>\$8,532,450*</b>

\* The PNA further recommends a Dryvit type system at an additional cost of \$3,818,800 for a total cost of \$12,351,250 in 1998 dollars.

For a copy of the PNA, please refer to Exhibit D.

#### C. 2003 Tise Diamond Feasibility Study

Given the constraints ARHA was facing in 2003, the Feasibility Study was commissioned and after almost a year of study, the consultants outlined some number of options. One redevelopment option for West Glebe and five for Old Dominion were considered. Existing floor plans, zoning restrictions, capital needs, audited financials, market demand, maximum rent potential, competitive scoring for tax credits and incentive financing sources, and cash flow projections were examined to determine the feasibility of each option. Floor plans and

elevations were developed and redevelopment costs were estimated. In addition, senior housing and supportive service needs in the Alexandria area were considered in proposing elderly housing at the site. Since 2003, the mold and structural deficiencies have worsened and changes have been made to the LIHTC application such that the current team no longer sees renovation of any of the units as a viable option. Additionally, the site was not seen as desirable for seniors who can no longer drive. The full study is included in the copy of the RFQ at Exhibit E.

### III. Constraints on Redevelopment

Several design and financing constraints have had a significant impact any redevelopment alternatives that could be considered at Glebe Park Apartments.

- The outstanding mortgage is close to \$6 million or \$39,000 per unit: a significant indebtedness given the capital needs of the development. Attempts to replace the LOC in 2003 proved difficult, thereby indicating to ARHA that securing financing for this property in its current physical and fiscal condition would be a challenge. ARHA had to be creative in its approach to a redevelopment. By including the other PHA properties in the solicitation, ARHA was able to dilute the existing Glebe Park debt by utilizing land value associated with properties located in close proximity to a metro station and the ever desirable Old Town Alexandria area. This allowed for a comprehensive asset management plan approach to the development of a solution to Glebe Park.
- The cost of renovation was high in the earlier 1997 and 2003 studies, before even applying an escalation factor for 2007 – 2008 prices. For West Glebe, it was estimated at \$60,000 per unit for retaining the existing unit configuration with certain minor upgrades for tax credit eligibility. For Old Dominion, the renovation cost is estimated from \$44,000 per unit for retaining the existing unit configuration to \$100,000 per unit for gut rehabilitation and consolidating some of the one-bedroom units into two and three-bedroom family units, as well as adapting some of the buildings for elderly occupancy. With the escalating costs of construction related to fuel prices, etc.; these costs are significantly higher. This is a high price to pay when the work will not guarantee that the mold problems will be abated. Redevelopment was the only logical, permanent solution.
- Given less than break-even operations, the development is currently unable to support new financing that is substantially higher than the existing financing. The only solution is to redevelop the property such that it re-opens debt free as in our national award winning Chatham Square and Braddock Road, Reynolds Street and Whiting Street properties.
- Because of the inability to borrow sufficient funds to pay for the renovation costs and because it was determined that a renovation would not score well as far as efficient use of funds under a tax credit application, not to mention the amount of funds spent on previous renovations that have not been able to arrest the mold to date; the team determined it would need to compete for and win several allocations of VHDA Low Income Housing Tax Credits (LIHTC). Because of the annual award limits on these financing sources, the redevelopment must proceed in phases over 2 to 9 years.



- Using an income valuation method to estimate the fair market value of the property, Glebe Park Apartments would currently have a negative value because there is no net cash flow (net operating income less annual debt service), which can be capitalized.
- The 33-1/3 rule, which states that if the cost of a renovation exceeds 33-1/3 of the value of the existing improvements, certain zoning requirement (open space, parking, density, etc.) are triggered, would significantly increase the cost of a renovation.
- The current configuration of the buildings with 3 stories (one half of the first story below grade, two above) has no units that are not accessed by stairs and does not lend itself to the provision of accessible housing required under 504 of the Fair Housing Act.

#### IV. Selection of a Developer Partner

An RFQ for Developer Partner, Glebe Park was advertised publicly on March 28, and March 30, 2006. The selection committee (the "Committee") was appointed by the ARHA Board Chairman and generally was made up of three ARHA staff members, a representative from the City of Alexandria's Office of Housing, and a resident of Glebe Park. Ten firms obtained an RFQ package and proposals were received from six firms; two of the proposals were considered non-responsive.

Evaluation Packages that included the four responsive proposals were distributed to the Committee members and were scored according to Score Sheets provided for each evaluation factor. Interviews were held and, based on the combined score of the proposal and interviews, Staff recommended EYA as the top ranked proposal. The Board approved Staff's recommendation on June 1, 2006 and further voted to allow Staff to begin negotiations with EYA as the preferred developer and execute a Pre-Development Agreement to begin the planning process. A Pre-Development Agreement was executed on October 3<sup>rd</sup>, 2006.

For documents related to this section see Exhibit F.

#### A. Preliminary Analysis and Conceptual Plan

The EYA plan recognizes that Glebe Park is losing more than \$500,000 per year and that ARHA cannot afford to subsidize such annual losses. It acknowledges that a substantial amount of units are now boarded up due to mold and safety issues, substantial deferred maintenance and a \$6 million mortgage and that, the Project alone cannot support its own redevelopment. The site must be redeveloped in conjunction with other ARHA properties in order for the redevelopment effort to be financially feasible. The issues are critical and time sensitive.

The plan also recognizes that many of ARHA's public housing properties are old and should be redeveloped to avoid ever growing large capital improvement costs and to meet the ARHA and City goal of quality public housing for years to come. Specific ARHA properties offer strong market rate locations and are built below the density of neighboring properties, and thus able to

offer value for redevelopment; that this value would be needed as HUD budget cuts have significantly limited federal funds available for redevelopment projects. All stakeholders recognize that ARHA must find other ways to meet its funding needs.

The plan proposes to replace all of the designated old and outmoded public housing units with attractive new units on a one-for-one basis or better, as well as replacing the overall number of bedrooms on a one-for-one basis or better. It would provide existing ARHA public housing residents with new housing units in attractive modern communities, most of which would be mixed-income. It incorporates phased development in an effort to minimize family dislocation, provide relocation assistance at each phase, and always providing equivalent or better housing. This plan would ease current budget strains and ensure ARHA's long-term financing stability by eliminating the drain on the budget caused by the older units. It would absolutely end the ARHA financial losses at Glebe Park and would accomplish all of this without HUD assistance.

In order for the redevelopment to be financially feasible and to be phased to accommodate relocation, certain other ARHA properties would have to be included, specifically Andrew Adkins (VA04-008), James Bland (VA04-004) and James Bland Addition (VA04-007). The plan proposes to add market rate housing at the Andrew Adkins and Bland properties mixed with the publicly assisted housing, all seamlessly included in the new developments.

B. The Initial Redevelopment Concept

Exhibit F includes program information, a development phasing plan as well as information on the existing composition at the sites and the proposed composition after redevelopment. This Initial Concept Plan (the "Plan") as it is referred to by the development team has been submitted to the city for review and the first Concept Review Comments were received back on November 3<sup>rd</sup>. The team met with the city regarding these comments and the schedule on November 7<sup>th</sup>. The City, along with their plan comments, provided the team with a schedule for reviews and governmental approvals, that schedule is provided below. The team is working toward a March 2007 deadline to submit an application for low income housing tax credit ("LIHTC") funding to the state housing finance agency. This application would be one of two needed to redevelop the entire Glebe Park community. The first application would allow construction to begin on the West Glebe Road parcel as early as November of 2007 and must be completed by December of 2009. A second allocation would be applied for in March of 2008 for the Old Dominion parcel and construction could begin as early as July of 2008, to complete by December of 2010. The reason for the earlier start at Old Dominion versus West Glebe is that both parcels are going through the governmental approval process concurrently, therefore, there would be no wait for construction permits at Old Dominion; once the funding is secured, the work could begin.

See Exhibit G for information related to the Master Plan Program Summary, Actual Program, Conceptual Site Plans, Phasing Plan, Power Point Presentation with conceptual site plans, Preliminary Cost Information.



**Glebe Park Work Schedule**

<b>2-Jan-07</b>	<b>Submission of Prelim Plan</b>
<b>28-Feb-07</b>	<b>Council "Action" to authorize Support Letter for Tax Credit Application</b>
<b>12-May-07</b>	<b>City Council Approval of Development Application</b>
<b>30-Oct-07</b>	<b>Release of the Final Site Plan</b>
<b>30-Nov-07</b>	<b>Issuance of Building Permit</b>

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Jonathan P. Rak  
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jrak@mcguirewoods.com  
Direct Fax: 703.712.5231

October 2, 2007

Eric Wagner, Chairman and Members  
Alexandria Planning Commission  
301 King Street, Suite 2100  
Alexandria, Virginia 22314

PC Docket Item # 12-AC  
Case # ARHA Requests

RE: Docket Item #12A DSUP 2006-0030; #12B DSUP # 2006-31, and  
#12C SUP #2007-0006

Dear Chairman Wagner and Members of the Commission:

On behalf of the applicants for the above-referenced applications, EYA Development, Inc. and Alexandria Redevelopment and Housing Authority, we respectfully request the following changes to the Staff's recommended Development Conditions for the above referenced docket items.

**Change #1: Number of Parking Spaces to be provided on Site at West Glebe**

**DSUP #2006-0030 (West Glebe): Condition #2 and Condition #26**

We request that you delete condition #2 which requires the elimination of 3 parking spaces along the northern portion of the property and revise condition #26 to provide 54 parking spaces.

The applicant believes that the 54 parking spaces shown in the proposed plan is the minimum number of parking spaces that will adequately address the parking needs of the ARHA residents at this location. The ratio of 1.125 provides ARHA with the ability to have 1 parking space assigned to each unit, and 6 visitor parking spaces. The staff's justification for reducing the parking spaces is to increase the amount of open space in the Resource Protection Area. However, by removing these three parking spaces, the open space is only increased by 2% or 461 s.f. which is minimal in comparison to the impact of reducing the visitor parking spaces by 3 spaces.

**Change #2: Changes to clarify certain conditions with the approval of Staff**

We additionally ask for the following changes to clarify certain conditions. These changes have been reviewed and approved by the Staff and the language provided has been suggested by the Staff:

**DSUP #2006-0031 (Old Dominion) Condition #24**

We request that you delete the last sentence of condition #24 as follows:

The new development will include accessible units at the minimum as required by the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal law. ~~A minimum of 2% of the units shall be Type "A" accessible units and all other ground level, non-multistory units will be Type "B" accessible units.~~ (Housing)

**DSUP #2006-0031 (Old Dominion) Condition #45**

We request that you delete the first sentence in condition #45 as follows:

~~In continuation of the response to previous comments, solid waste services shall be provided by the City.~~ The applicant must provide adequate space for trash dumpster with appropriate facilities for pick-up to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

**DSUP #2006-0030 (West Glebe) Condition #49**

We request that you delete the phrase at the beginning of the sentence as follows:

~~If solid waste services are to be provided by the City,~~ the applicant must provide adequate space for trash dumpster with appropriate facilities for pick-up to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

**DSUP #2006-0031 (Old Dominion) Condition #101; DSUP #2006-0030 (West Glebe) Condition #101**

We request that you revise Condition #101 of DSUP 2006-0030 and Condition #101 of DSUP 2006-0031 by adding the underlined language as follows:

This project may require off-site water main improvements to meet the Code Enforcement approved needed fire flow calculations, as well as domestic demands. Any necessary improvements are to be installed at the expense of the developer.

October 2, 2007  
Page 3

Thank you for your consideration of these changes.

Sincerely,



Jonathan P. Rak

cc: Brian Jackson, EYA  
Connie Lennox, ARHA  
Faroll Hamer, Planning and Zoning

\\4804989.1





"Frizzell, Joanna C."  
<jfrizzell@mcguirewoods.com>

10/11/2007 12:00 PM

To <Faroll.Hamer@alexandriava.gov>,  
<Jeffrey.Farner@alexandriava.gov>,  
<Jackie.Henderson@alexandriava.gov>, "Terry Eakin"  
cc <Patricia.Haefeli@alexandriava.gov>, "Rak, Jonathan P."  
<jrak@mcguirewoods.com>, <crring@ober.com>

bcc

Subject Letter to Mayor and City Council Regarding Glebe Park Docket  
Item

Attached please find a letter to the Mayor and City Council regarding the Glebe Park applications on the docket for Saturday, October 13, 2007. Please let me know if you have any questions regarding this matter.

Joanna

Joanna C. Frizzell

McGUIREWOODS  
McGuireWoods LLP  
1750 Tysons Boulevard  
Suite 1800  
McLean, VA 22102-4215  
703.712.5349 (Direct Line)  
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*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 City Council Letter re Glebe Park.pdf

13, 15, 16  
10-13-07

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October 11, 2007

The Honorable William D. Euille, Mayor  
and Members of the City Council  
Alexandria City Council  
301 King Street  
Alexandria, Virginia 22314

RE: Glebe Park Docket Item #13 SUP #2007-0006, #15 DSUP 2006-0031; &  
#16 DSUP #2006-30

---

Dear Mayor Euille and Members of the City Council:

On behalf of the applicants for the above-referenced applications, EYA Development, Inc. and Alexandria Redevelopment and Housing Authority (ARHA), we respectfully request that you amend the Staff and the Planning Commission's recommended Development Conditions for the above referenced docket items to allow fifty four (54) parking spaces, as proposed by the applicant, for the West Glebe Road application.

Specifically, we request that you amend the recommended development conditions for DSUP #2006-30 to delete condition #2 which requires the elimination of 3 parking spaces along the northern portion of the site and revise condition #26 to provide 54 parking spaces, rather than the 51 spaces currently listed in the condition. The applicant believes that the 54 parking spaces proposed with this application are the minimum number of parking spaces that will adequately address the parking needs of the ARHA residents at this location and reducing the number of parking spaces will not achieve the reduction in encroachment into the Resource Protection Area that the staff is trying to achieve with this change.

It has been ARHA's experience with their various properties that where they have off-street parking, they need to be able to assign one (1) parking space per unit and have sufficient additional spaces to accommodate the tenant's visitors as well as ARHA service and maintenance staff. This not only provides adequate parking for their residents, but it provides accountability for the use of the parking spaces.

Assigning one space per unit requires 48 spaces to be allocated to the units directly, leaving only 6 spaces, or 11% of the total spaces, for visitors and ARHA staff. If the Staff and Planning Commission recommendation is approved, the visitor and ARHA staff parking will be reduced to only 3 spaces or 6% of the total parking. In general, studies of ARHA properties show a reduced parking demand, which justifies a parking reduction below the standard ordinance requirements for Glebe Park. However,

October 11, 2007

Page 2

we expect that parking demand at West Glebe will be on the higher end of ARHA statistics because the property has more limited access to public transportation.

The need for adequate parking has also been a concern of the nearby community and was raised by the Glebe Park Stakeholder's Group. The staff's recommendation to reduce the parking spaces to 51 parking spaces did not take place until after the community meetings had concluded. Given that providing adequate parking is a high priority for the community, we believe that it is important to provide the number of parking spaces that ARHA believes is adequate and that was discussed with the community.

Further, the staff's justification for reducing the number of parking spaces is to increase the amount of open space in the Resource Protection Area and prevent the need for a retaining wall to be located within the Resource Protection Area. However, by removing these three parking spaces, the engineer for this project has estimated that the open space is only increased by 2% or 490 s.f. Further, preliminary engineering indicates that even if the three parking spaces are removed, a retaining wall will still be necessary at this location. The engineer for this project estimates that the retaining wall required for the layout of the parking spaces as proposed by the applicant would have an average height of 3.0 feet with the highest point being 6.5 feet. If the three parking spaces are removed as recommended by the Staff and the Planning Commission, the necessary retaining wall would have an average height of 2.4 feet with the highest point being 5.5 feet. The operational impact of reducing the visitor parking spaces by 3 spaces is significant in comparison to the nominal increase in open space within the RPA that would be gained.

We appreciate your consideration of this matter.

Sincerely,



Jonathan P. Rak

cc: Terry Eakin, EYA  
Brian Jackson, EYA  
Melvin Miller, Chairman, ARHA Board of Directors  
Connie Lennox, ARHA  
Faroll Hamer, Director, Planning and Zoning  
Jeffrey Farner, Division Chief, Planning and Zoning

SPEAKER'S FORM

DOCKET ITEM NO. 13, 15, 16

**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: Jonathan Rak
2. ADDRESS: 1750 Tysons Blvd. McLean, VA 22102
- TELEPHONE NO. 703 712 5411 E-MAIL ADDRESS: jvrak@mcguirewoods.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? 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.):  
Attorney
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.



13, 15, 16  
10-13-07

Jackie Henderson /Alex

10/15/2007 11:19 AM

To Gloria Sitton/Alex@Alex

cc

bcc

Subject Fw: COA Contact Us: ARHA Glebe Park Housing  
Redevelopment

----- Forwarded by Jackie Henderson /Alex on 10/15/2007 11:18 AM -----



<sven.dharmani@gmail.com>

10/12/2007 10:14 PM

Please respond to  
<sven.dharmani@gmail.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>,  
<councilmangaines@aol.com>, <council@krupicka.com>,  
<delpepper@aol.com>, <paulcsmedberg@aol.com>,  
<justin.wilson@alexandriava.gov>,  
<rose.boyd@alexandriava.gov>,  
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<laura.zabriskie-martin@alexandriava.gov>

cc

Subject COA Contact Us: ARHA Glebe Park Housing  
Redevelopment

Time: [Fri Oct 12, 2007 22:14:33] IP Address: [206.208.224.161]

**Issue Type:** Mayor, Vice Mayor, and Council Members

**First Name:** Sven

**Last Name:** Dharmani

**Street Address:** 3901 Charles Ave

**City:** Alexandria

**State:** VA

**Zip:** 22305

**Phone:**

**Email Address:** sven.dharmani@gmail.com

**Subject:** ARHA Glebe Park Housing Redevelopment

Dear Mayor and members of Council ,

I understand that you will be considering issues related to the  
redevelopment of Glebe Park at Saturday 's public meeting .

**Comments:** For the most part, the plan before you is the one our neighborhood has  
been engaged throughout the summer . It is what we believe is a  
workable, sustainable , inclusive alternative to the developer 's  
original proposal . This plan requires less in the way zoning  
variances, provides all of the necessary parking , and tempers the  
intensification of land -use in a very dense , distressed neighborhood .  
The alternative has been endorsed by all of the surrounding civic

associations .

With respect to the differences in opinion that have arisen between staff and the applicant , I believe the only reasonable course of action is one outlined earlier today in Jim Rorke 's letter.

I ask that you give it your full consideration .

13, 15, 16  
10-13-07

Jackie Henderson /Alex  
10/15/2007 11:20 AM

To Gloria Sitton/Alex@Alex  
cc  
bcc  
Subject Fw: COA Contact Us: Glebe Park

----- Forwarded by Jackie Henderson /Alex on 10/15/2007 11:20 AM -----



<aoka@hotmail.com>

10/12/2007 10:12 PM

Please respond to  
<aoka@hotmail.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>,  
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<rose.boyd@alexandriava.gov>,  
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<laura.zabriskie-martin@alexandriava.gov>

cc

Subject COA Contact Us: Glebe Park

Time: [Fri Oct 12, 2007 22:12:07] IP Address: [76.21.172.126]

**Issue Type:** Mayor, Vice Mayor, and Council Members

**First Name:** Aya

**Last Name:** Okajima

**Street Address:** 3901 Charles Avenue

**City:** Alexandria

**State:** VA

**Zip:** 22305

**Phone:** 703-549-7836

**Email Address:** aoka@hotmail.com

**Subject:** Glebe Park

Dear Mayor, Vice Mayor, and Council Members,

I understand that you will be considering issues related to the redevelopment of Glebe Park at Saturday's public meeting.

For the most part, the plan before you is the one our neighborhood has been engaged throughout the summer. It is what we believe is a workable, sustainable, inclusive alternative to the developer's original proposal. This plan requires less in the way zoning variances, provides all of the necessary parking, and tempers the intensification of land-use in a very dense, distressed neighborhood. The alternative has been endorsed by all of the surrounding civic

**Comments:** associations .

With respect to the differences in opinion that have arisen between staff and the applicant , I believe the only reasonable course of action is one outlined earlier today in Jim Rorke 's letter.

I ask that you give it your full consideration .

Best regards ,  
Aya Okajima



13.15.16  
10-13-07

Jackie Henderson /Alex  
10/15/2007 11:22 AM

To Gloria Sitton/Alex@Alex  
cc  
bcc  
Subject Fw: COA Contact Us: Glebe Park

----- Forwarded by Jackie Henderson /Alex on 10/15/2007 11:22 AM -----



<tigerh84@yahoo.com>

10/13/2007 02:35 PM

Please respond to  
<tigerh84@yahoo.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>,  
<councilmangaines@aol.com>, <council@krupicka.com>,  
<delpopper@aol.com>, <paulcsmedberg@aol.com>,  
<justin.wilson@alexandriava.gov>,  
<rose.boyd@alexandriava.gov>,  
<jackie.henderson@alexandriava.gov>,  
<laura.zabriskie-martin@alexandriava.gov>

cc

Subject COA Contact Us: Glebe Park



Time: [Sat Oct 13, 2007 14:35:32] IP Address: [76.21.192.10]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Heather  
**Last Name:** Herndon  
**Street Address:** 3902 Charles Avenue  
**City:** Akexandria  
**State:** va  
**Zip:** 22305  
**Phone:** 7035495571  
**Email Address:** tigerh84@yahoo.com  
**Subject:** Glebe Park

Dear Mayor and members of Council ,

I understand that you will be considering issues related to the redevelopment of Glebe Park at Saturday 's public meeting .

For the most part, the plan before you is the one our neighborhood has been engaged throughout the summer . It is what we believe is a workable, sustainable , inclusive alternative to the developer 's original proposal . This plan requires less in the way zoning variances, provides all of the necessary parking , and tempers the intensification of land -use in a very dense , distressed neighborhood .

**Comments:** The alternative has been endorsed by all of the surrounding civic

associations .

With respect to the differences in opinion that have arisen between staff and the applicant , I believe the only reasonable course of action is one outlined earlier today in Jim Rorke 's letter.

I ask that you give it your full consideration .

Sincerely ,

Heather Herndon

13, 15, 16  
10-13-07

Jackie Henderson /Alex  
10/15/2007 11:18 AM

To Gloria Sitton/Alex@Alex  
cc  
bcc  
Subject Fw: COA Contact Us: Glebe Park Redevelopment

for the record.

Jackie M. Henderson  
City Clerk and Clerk of Council  
City of Alexandria, Virginia

----- Forwarded by Jackie Henderson /Alex on 10/15/2007 11:18 AM -----



<melissa-russell@comcast.net>  
t>

10/12/2007 10:38 PM

Please respond to  
<melissa-russell@comcast.net>  
>

To <alexvamayor@aol.com>, <timothylovain@aol.com>,  
<councilmangaines@aol.com>, <council@krupicka.com>,  
<delpepper@aol.com>, <paulcsmedberg@aol.com>,  
<justin.wilson@alexandriava.gov>,  
<rose.boyd@alexandriava.gov>,  
<jackie.henderson@alexandriava.gov>,  
<laura.zabriskie-martin@alexandriava.gov>

cc

Subject COA Contact Us: Glebe Park Redevelopment

Time: [Fri Oct 12, 2007 22:38:08] IP Address: [76.21.198.158]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** melissa  
**Last Name:** russell  
**Street Address:** 507 Shorter Lane  
**City:** Alexandria  
**State:** VA  
**Zip:** 22305  
**Phone:**  
**Email Address:** melissa-russell@comcast.net  
**Subject:** Glebe Park Redevelopment  
Dear Mayor and members of Council ,

I understand that you will be considering issues related to the redevelopment of Glebe Park at Saturday 's public meeting .

For the most part, the plan before you is the one our neighborhood has been engaged throughout the summer . It is potentially a workable , sustainable , inclusive alternative to the developer 's original proposal (In my estimation , the alternative plan is the better of two evils).

**Comments:** This plan requires less in the way zoning variances , provides all of the necessary parking , and tempers the intensification of land -use in a very dense, distressed neighborhood . The alternative has been endorsed by all of the surrounding civic associations .

With respect to the differences in opinion that have arisen between staff and the applicant , I believe the only reasonable course of action is one outlined earlier today in Jim Rorke 's letter .

I ask that you give it your full consideration .

Sincerely ,

Melissa Russell



#16

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2006-0030

PROJECT NAME: West Glebe

PROPERTY LOCATION: 813 West Glebe Road

TAX MAP REFERENCE: 006.02-01-02 ZONE: RA

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

three (3) multifamily low income residential buildings with a total of 48 units

MODIFICATIONS REQUESTED: Side yard and front yard setback requirements and open space

requirement.

SUP's REQUESTED: Bonus density for Affordable Housing (7-700) and Parking Reduction.

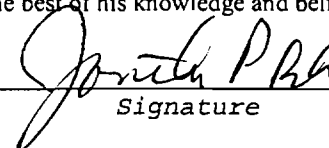
**THE UNDERSIGNED** hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

**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

  
Signature

McGuireWoods 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 #

11/2/07  
Date

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: recommended approval w/amendments 7-0 10-2-07

ACTION - CITY COUNCIL: 10/13/07 - CC approved the PC recommendation 7-0  
w/amendments (see attachment)

**AMENDMENT-BLOCK P DESIGN GUIDELINES**

Public Hearing and Consideration of a request to amend the Carlyle special use permit approval to revise the design guidelines for Block P; zoned CDD-1/Coordinated Development District. Applicant: Carlye P, LLC by Jonathan P. Rak, attorney

**PLANNING COMMISSION ACTION:** Recommend Approval 7-0

City Council approved the Planning Commission recommendation .  
Council Action: \_\_\_\_\_

**Please note: Docket Items #13, #15 and #16 were considered together.**

13. SPECIAL USE PERMIT #2007-0006  
3902 & 3910 OLD DOMINION BOULEVARD  
PARKING REDUCTION

Public Hearing and Consideration of a request for a parking reduction; zoned RA/Residential. Applicant: Alexandria Redevelopment and Housing Authority & EYA Development, Inc. by Jonathan Rak, attorney

**PLANNING COMMISSION ACTION:** Recommend Approval w/amendments  
7-0

15. DEVELOPMENT SPECIAL USE PERMIT #2006-0031  
3909, 3913 & 3919 OLD DOMINION BOULEVARD  
(Building Addresses: 3909, 3911, 3913, 3915, 3919 & 3921 Old Dominion Boulevard)

OLD DOMINION EAST  
Public Hearing and Consideration of a request for a development special use permit, with site plan, subdivision and modifications, to construct multifamily residential buildings, a request for a parking reduction, approval of bonus density and/or floor area for affordable housing pursuant to Section 7-700 of the Zoning Ordinance, and approval of a lot without street frontage pursuant to Section 7-1007; zoned RA/Residential.  
Applicant: Alexandria Redevelopment and Housing Authority & EYA Development, Inc. by Jonathan Rak, attorney

**PLANNING COMMISSION ACTION:** Recommend Approval w/amendments  
7-0

16. DEVELOPMENT SPECIAL USE PERMIT #2006-0030  
813 WEST GLEBE ROAD

(Building Addresses: 811, 813, 815, 817, 819 West Glebe Road)  
WEST GLEBE

Public Hearing and Consideration of a request for a development special use

permit, with site plan and modifications, to construct multifamily residential buildings, a request for a parking reduction, and approval of bonus density and/or floor area for affordable housing pursuant to Section 7-700 of the Zoning Ordinance; zoned RA/Residential. Applicant: Alexandria Redevelopment and Housing Authority & EYA Development, Inc. by Jonathan Rak, attorney

PLANNING COMMISSION ACTION: Recommend Approval w/amendments 7-0

City Council deferred action until the next Legislative meeting in order to examine the issues in conjunction with the funding of the project and requested that staff provide specific language that includes the following: (1) development of an overall management plan for the properties; (2) setting aside one of the workforce housing units for either on-site/area management or a residential police officer with the corresponding economic impact; (3) suggestion for removal of condition #26 addressing the issue of parking districts (residential parking permits); (4) revision of condition #20 that addresses the impact of any changes to Resolution 830; and (5) establishment of ongoing community communication during the construction of the project.

Council Action: \_\_\_\_\_

**14. REZONING #2007-0004**

DEVELOPMENT SPECIAL USE PERMIT #2007-0014

2600 BUSINESS CENTER DRIVE

WITTER RECREATION FIELDS

Public Hearing and Consideration of a request for 1) a request to change the zoning designation from Industrial to Parks and Open Space (POS) and, 2) a request for a development special use permit, with site plan, for multi purpose recreation fields with lighting and pavilions, and approval for increased height of the proposed lighting and buildings; zoned I/Industrial. Applicant: City of Alexandria, Department of Recreation, Parks and Cultural Activities and Transportation and Environmental Services

PLANNING COMMISSION ACTION :

REZONING: Recommend Approval 7-0

DSUP: Recommend Approval 7-0

City Council approved the Planning Commission recommendation .

Council Action: \_\_\_\_\_

**ORDINANCES AND RESOLUTIONS**

17. Public Hearing, Second Reading and Final Passage of an Ordinance to Modify the Composition of the George Washington Birthday Celebration Committee. (#12, 10/9/07)