

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 13, 2012

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: FAROLL HAMER, DIRECTOR *FH*
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: DSUP #2011-0024 – BRADDOCK METRO PLACE

During the April 3rd Planning Commission Hearing, the Planning Commission added a new condition, condition #72A to DSUP #2011-0024. The condition states:

72A. During construction, provide garage and building monitoring plan for adjacent office structures to detect building movement or settlement as a result of excavation or construction activities, including a baseline survey prior to commencement of construction and a post-construction survey. Adjacent property owner shall be named as additional insured. Demonstrate to the satisfaction of the Director of T&ES that adequate structural support for adjacent properties will be maintained at all times. (PC)

Upon further review of this condition by staff and the applicant, staff proposes that the condition be amended to expand the garage and building monitoring plan, as well as insurance provision, to all adjacent property owners. Therefore, staff recommends the following revisions:

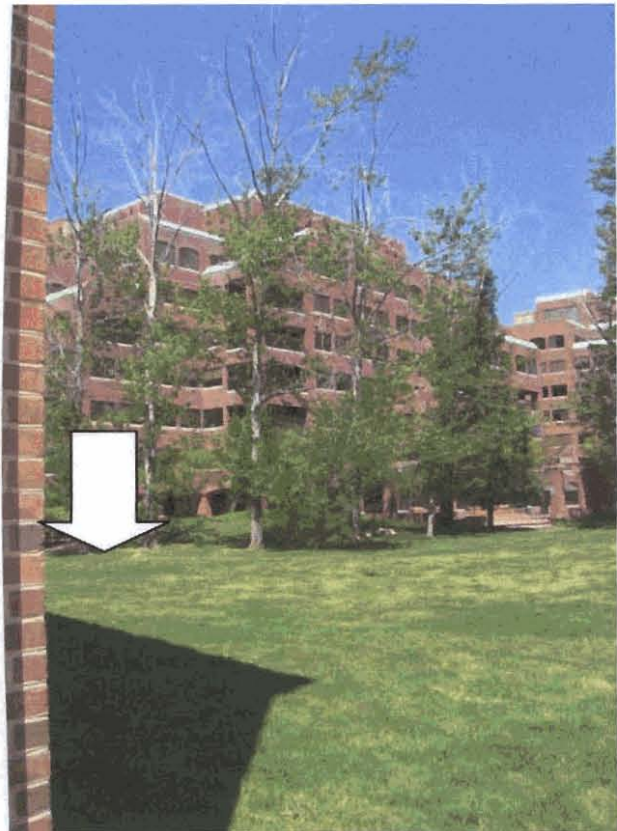
72A. During construction, provide garage and building monitoring plan for adjacent **office** structures to detect building movement or settlement as a result of excavation or construction activities, including a baseline survey prior to commencement of construction and a post-construction survey. Adjacent property owners shall be named as additional insured. Demonstrate to the satisfaction of the Director of T&ES that adequate structural support for adjacent properties will be maintained at all times.

This change has been reviewed by the applicant and the attorney for the adjacent property owner, Washington Real Estate Investment Trust (WRIT), who originally proposed this condition. Both the applicant and WRIT are in agreement with the condition, as amended.

Why Special Conditions and Restrictions Are Necessary for 1261 Madison

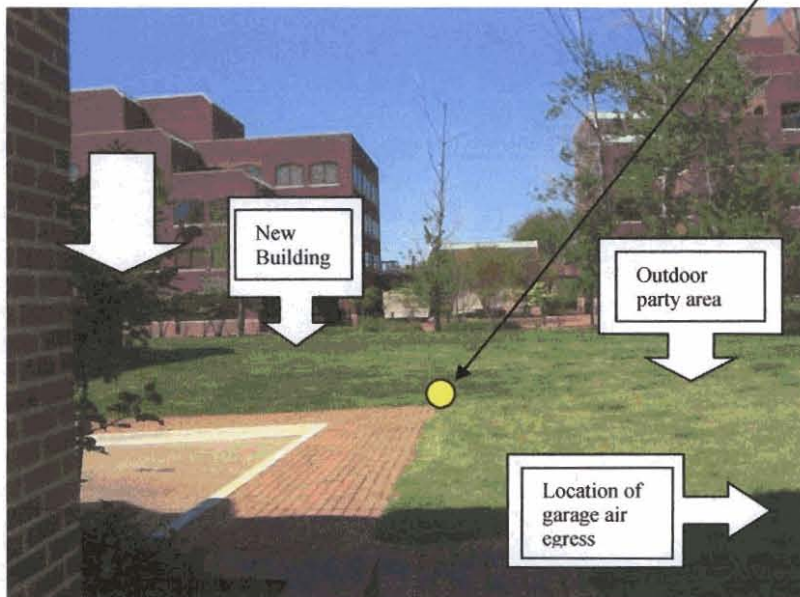


A major concern of the townhome owners whose property abuts 1261 Madison Street is the fact that the land continues to settle. Prior construction was done on landfill that was improperly compacted. Soil data should be shared with the community for its review prior to granting approval. It has been recommended that a trust with a lifetime of at least 10 years be created to cover potential future damage to BPTOA homes. (Photo taken 4/7/2012 along north boundary of Braddock Place Townhomes.)



The developers of 1261 took soil samples – away from the existing townhomes. There is telltale spot. (Photo taken 4/7/2012 from the northeast corner of the townhome closest to proposed development.)

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The far left arrow shows the northwest corner of the Braddock Townhomes.
Due to close proximity of the development to the houses, the outdoor cooking/party area around the pool should be removed.
Because the hundreds of new apartments/condos being built in a 2 to 3 block radius of this project and already limited street parking, the proposed covered bus stop (and resulting no parking zone) should not be built and residents of 1261 Madison should not be eligible for *Zone 5 stickers.*

Why Special Conditions and Restrictions Are Necessary for 1261 Madison

DSUP#2011-0024
Braddock Metro Place
1261 Madison Street

VII. GRAPHICS



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previous page

Figure 1: Rendered Site Plan

POUL MARTIN HERTEL

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4-14-12

URBANISM

OPPORTUNITY IF WE SO CHOOSE

URBANISM

OPPORTUNITY IF WE SO CHOOSE

POLICY MAKERS DILEMMA

Urbanism requires the sharing of resources and considerably more planning if it is to function successfully. The challenge for policymakers is not only recognizing these issues and understanding the degradation of the urban functionality that ensues without them, but they must also be aware of the forces that push against the proper implantation of prerequisite policies.

Behavioral economics has discovered two main features about human behavior that contradict the notion of rationality. The first is the notion of “*anticipatory utility*”. Consumers will incorporate future events into current sense of being, but will give greater credence to wishful rather than rational thinking. The second is the “*irrationality of choice*”; consumers will choose something that is free over something that will cost, even if the costlier one leads to much greater reward.

Sharing and planning are invariably viewed as costs, and will be fought accordingly. On the other hand, by implementing them correctly, the City can create a significantly better urban environment that will reward everyone.

THE DEVELOPMENT PLAN

Good urban design is essential if we are to produce attractive, high-quality, sustainable places in which people will want to live, work and relax.

By Design Urban: design in the planning system: towards better practice; 2000

Vision

Good plans include aims, objectives and targets. Collectively, these convey a vision of what is to be expected from the plan. A more detailed vision for an area can be developed through a local plan and embrace both the sort of place the City is trying to achieve in terms of corporate objectives and of the physical form of development that would be most likely to achieve this. The plan should explain how these relate to the land use strategy that is brought forward: for example, how growth areas will be related to transport infrastructure and where centers will be developed.

1. **Character** A place with its own identity where people want to go and be. The positive features of a place and its people contribute to its special character and sense of identity. They include landscape, building traditions and materials, patterns of local life, and other factors that make one place different from another. The best places are memorable, with a character which people can appreciate easily.

- 2. Continuity and enclosure** A place where public and private spaces are clearly distinguished. Development either contributes to making the urban fabric coherent or undermines it. Urban design is often a matter of adopting good manners, recognising that every building is part of a greater whole. Too many places have been blighted by development which, even if its design has merits seen in isolation, ignores its local urban structure and creates bits of leftover space that contribute nothing to the living village, town or city.

Successful urban space (including street space) is defined and enclosed by buildings, structures and landscape. The relationship between buildings on a street, and between buildings and the street, are the key to this. Buildings which follow a continuous building line around a street block and contain the private space within back yards or courtyards are often more successful than individual buildings that stand in the middle of a site. Buildings with live edges, such as shopfronts, doors directly to the street, or residential upper floors, enable people to keep an eye on public space and make it feel safer.

Buildings that relate to a common building line reinforce and define the street.

- 3. Quality of the public realm** a place with attractive and successful outdoor areas. The success of the public realm depends on the arrangement of its paving, planting, lighting, orientation, shelter, signage, street furniture, and the way it is overlooked, as well as the routes, which pass through it, and the uses in and next to it.

A successful place has a system of open and green spaces that respect natural features and are accessible.

The public realm is made up of the parts of a village, town or city that are available, without special charge, for use by everyone. This can include streets, parks, squares, arcades and public buildings, whether publicly or privately owned. It provides the setting not only for everyday life, but also for more formal civic occasions. It is enlarged and enriched by developments designed to welcome a broad range of people, and by creative management. It is restricted and impoverished by buildings and spaces designed to keep out or discourage all but a narrow range of users, and by over-regulation. Anyone who is designing a building, or any other structure, is helping to shape the public realm.

Ground floors occupied by uses that relate directly to passing pedestrians create activity and interest.

Well-designed public space relates to the buildings around it.

Works of art and well-designed street furniture integrated into the design of public spaces give identity and enhance the sense of place.

- 4. Ease of movement** A place that is easy to get to and move through. The convenience, safety and comfort with which people go to and pass through buildings, places and spaces play a large part in determining how successful a place will be. Streets are more than just traffic channels for vehicles, and should offer a safe and attractive environment for all. Well-designed streets encourage people to use them, and make going outside a safe and pleasant experience. Successful places are unlikely to include large blocks of inward-looking development, which exclude public access.

A well-designed urban structure has a network of connected spaces and routes, for pedestrians, cyclists and vehicles.

- New routes should connect into existing routes and movement patterns. The degree of connection in a new development is often the key to its success. Established footpaths, shortcuts and minor roads can become the basis of enduring linkages.
- Public transport should be designed as an integral part of the street layout.
- Minimizing walking distances between major land uses and public transport stops makes public transport easier to use and available to as many people as possible.
- A junction can be designed as a point of entry. Such junctions can help identify a place and define the routes through.

Transport routes should reflect urban design qualities and not just traffic considerations.

- Streets should be designed as public spaces not just in response to engineering considerations.

5. Diversity A place with variety and choice

The mix of uses (whether within a building, a street or an area) can help to determine how well-used a place is, and what economic and social activities it will support.

A mix of uses may be appropriate at a variety of scales: within a village, town or city; within a neighborhood or a street; or even in a particular building. In a town centre, for example, housing can provide customers for shops make use of empty space above them and generate activity when they are closed. In residential areas, workplaces, shops and other facilities can make the place more than just a dormitory.

Mixed-use development can make the most of opportunities for higher densities and intensive activity at locations with good access to public transport. At higher densities, it can provide the sort of environment that will suit particular kinds of household, such as single or young people, or couples without children.

Creating a mix of uses can help to attract people to live, work and play in the same area.

- The mix can be at the scale of the building (one use above another), the street (one use next to another) or the neighborhood (groups of uses next to others).
- Vital places often have a mix of uses that involves different people using the same parts of a building or place at different times of the day, as well as different uses happening in different parts of a building or space at the same time.

Getting the mix right is important.

- A successful mix of uses results where the uses are compatible one with another and interact with each other positively.
- A successful mix of uses is achieved where the uses help to create a balanced community with a range of services, without increasing reliance on the car.

Diversity of layout, building form and tenure can contribute to making successful living and working environments.

- Buildings of different sizes and types allow different uses to be accommodated over time.
- **To promote social inclusion, in well-designed places social housing is not distinguishable from private housing by its design, nor is it banished to the least attractive site.**
- Subdividing large sites into smaller development plots, each with direct access to public roads or spaces, can help create diversity, especially if different approaches to design are adopted, using different architects.

- Narrow plot frontages can allow small-scale shopping and commercial activities to flourish and adapt to changing needs.

DEFINING A LIVABLE CITY

What is a city? Surely not a municipality, but the whole urbanized area in an urban region. What is livability and what elements compose a livable city? Definitions of livability include an array of different issues that are underpinned by a common set of guiding principles: accessibility, equity, and participation that give substance to the concepts of livability. The quality of life experienced by citizens living in a city is tied to their ability to access infrastructure (transportation, communication, water, and sanitation); food; clean air; affordable housing; meaningful employment; and green space and parks. The differential access of people within a city to the infrastructure and amenities highlights questions of equity. The livability of a city is also determined by the access that its residents have to participate in decision-making to meet their needs.

For the purposes of this paper, livability will be defined as ‘quality of life’ as experienced by the residents within a city or region. In this context sustainability is the ability to sustain the quality of life we value or to which we aspire. In operational terms, it is often viewed as enhancing the economic, social, cultural and environmental well-being of current and future residents.

DEFINITIONS OF LIVABILITY AND A LIVABLE CITY

Livability refers to an urban system that contributes to the physical, social and mental well being and personal development of all its inhabitants. It is about delightful and desirable urban spaces that offer and reflect cultural and sacred enrichment. Key principles that give substance to this theme are equity, dignity, accessibility, conviviality, participation and empowerment.

citiesPLUS, 2003. “A Sustainable Urban System: The Long-term Plan for Greater Vancouver”

...there are those social groups for whom a livable city is one where those elements have been preserved or renewed which have always been an integral part of people friendly places. These are, as Peter Smithson once beautifully said ‘relationships between streets and buildings, and buildings amongst themselves, and trees, and seasons of the year, and ornamentation, and events and other people.’

A. Palej, 2000. “Architecture for, by and with Children: A Way to Teach Livable City”

A livable city is a city where I can have a healthy life and where I have the chance for easy mobility – by foot, by bicycle, by public transportation, and even by car where there is no other choice... The livable city is a city for all people. That means that the livable city should be attractive, worthwhile, safe for our children, for our older people, not only for the people who earn money there and then go and live outside in the suburbs and in the surrounding communities. For the children and elderly people it is especially important to have easy access to areas with green, where they have a place to play and meet each other, and talk with each other. The livable city is a city for all.

D. Hahlweg, 1997. “The City as a Family”

The livable city as a link between the past and the future: the livable city respects the imprint of history (our roots) and respects those who are not born yet (our posterity). A livable city is a city that preserves the signs (the sites, the buildings, the layouts) of history... A livable city is also a city that fights against any waste of the natural resources and that we must leave intact for the humankind, that is, for our posterity... Therefore a livable city is also a 'sustainable city': a city that satisfies the needs of the present inhabitants without reducing the capacity of the future generation to satisfy their needs....In the livable city both social and physical elements must collaborate for the well being and progress of the community, and of the individual persons as members of the community... A livable city is a city where common spaces are the centers of social life and the foci of the entire community. A livable city must be built up, or restored, as a continuous network – from the central areas to the more distant settlements – where pedestrian paths and bicycle-paths bind together all the sites of social quality and of the community life.

E. Salzano, 1997. "Seven Aims for the Livable City"

Livability means that we experience ourselves as real persons in the city.

A. Casellati, 1997. "The Nature of Livability"

The coin of livability has two faces. Livelihood is one of them. Ecological sustainability is the other. Livelihood means jobs close enough to decent housing with wages commensurate with rents and access to the services that make for a healthful habitat. Livelihoods must also be sustainable. If the quest for jobs and housing is solved in ways that progressively and irreparably degrade the environment of the city, then the livelihood problem is not really being solved. Ecological degradation buys livelihood at the expense of quality of life, with citizens forced to trade green space and breathable air for wages. To be livable, a city must put both sides of the coin together, providing livelihoods for its citizens, ordinary as well as affluent, in ways that preserve the quality of the environment.

P. Evans, ed. 2002. *Livable Cities? Urban Struggles for Livelihood and Sustainability*

Principles of a Livable City

The following principles are suggested as basic to the livable city:

* One, in the livable city, all can see and hear each other. It is the opposite of the dead city, where people are segregated and isolated...

* Two...dialogue is important...

* Three...the public realm offers many activities, celebrations, festivals that bring all of its inhabitants together, events that bring opportunities for its citizens to be together, not in the specialized roles and functions that they usually occupy, but as full human beings...

* Four, a good city is *not* dominated by fear, *not* by a conception of fellow human beings as evil and subhuman...

* Five, a good city offers the public realm as a place of social learning and socialization that is indispensable for children and young people. All of the inhabitants of the community serve as models and teachers...

* Six, cities must meet many functions – economic, social and cultural. In so doing, however, there has been a trend for the modern city to over-specialize in one or two functions; other functions are being sacrificed...

* Seven...all inhabitants confirm and value each other.

* Eight...aesthetic considerations, beauty, and meaning of the physical environment must have high priority. The physical and social environment are two aspects of the same reality. Just as it was a mistake to think that city inhabitants can have a good civic and social life in an ugly, brutal and physically inhospitable city.

* Finally...the wisdom and knowledge of all inhabitants are appreciated and used. People are not intimidated by experts, whether architects or planners, but show a sense of caution and distrust of those who make decisions about their lives.

H. L. Lennard. 1997. "Principles for the Livable City"

VIEWING THE CITY AS A LIVING ORGANISM

We must treat the city like a living organism... the urban phenomenon then, like life, is founded on a subtle balancing act. If we want a city to function properly as a society, then that balance must not be upset.

B. Cools. 1997. "The Future of the City"

The metaphor of the city as a living organism is exemplified in the quote above and emerged from two decades of international research, dialogue, and literature on livable cities. The search for definitions of a livable city has drawn together scholars and practitioners around the world. The biennial International Making Cities Livable Conference has convened academics, professionals and city officials since 1985 "to broaden their understanding of the city as an organism, and how urban policies affect inhabitants' quality of life." Using this metaphor - the brain and nervous system of a livable city refers to participatory processes by which a city develops visions and plans, monitors the implementation of its plans and adjusts to changing circumstances. The heart is the common values and public space of a city that define its essential identity. The neighborhoods, industrial clusters, downtown, parks and other hubs form the organs of a city. Similar to the circulatory system and neural networks that weave connections within a living organism, transportation routes, infrastructure, waste disposal, communication lines, water flows, and green space connect these nodes.

Metaphors should always be used with caution as they can hide as many aspects of an idea as they illuminate; however, the metaphor of a city as a living organism can serve as a powerful conceptual framework. It enables the examination of different critical components of 'livability' and at the same time focuses attention on the interdependence of the components and the importance of a nurturing environment.

LIVABLE CITY METAPHOR	COMPONENTS	DESCRIPTION
The brain and nervous system of the Livable City	Governance and Participation Monitoring, Measuring, Learning	A livable city engages the active involvement of a diversity of citizens in visioning, planning, implementing and monitoring regional plans and place-based solutions to challenges. The monitoring capability of a livable city is equivalent to the nervous system in a living organism. A livable city develops the capability to measure progress towards its goals, to encourage experimentation and test new ideas, to learn from experience, to adapt strategies in order to take into account dynamic circumstances and shifting priorities, and to quickly respond to opportunities and challenges.
The heart of the Livable City	Common Values, a Sense of Identity and Place	A livable city contains an active public realm for reflecting the essence of itself, for creating and reinforcing a common identity, for dialogue about common values, for remembering history, for celebration and festivals, and for socialization of children and young people.
The organs of the Livable City	Complete Communities, Vital Downtown Core, Industrial Clusters, Green Space	A livable city contains complete communities with mixed-use and affordable housing close to shopping, employment, cultural centers and pedestrian-friendly transportation networks; a vital downtown core with public spaces and economic activity; industrial clusters with shared infrastructure; and green space including agricultural lands and parks.

Layout: urban structure The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one other. The layout provides the basic plan on which all other aspects of the form and uses of a development depend.

Layout: urban grain The pattern of the arrangement of street blocks, plots and their buildings in a settlement. The degree to which an area's pattern of blocks and plot subdivisions is respectively small and frequent (fine grain), or large and infrequent (coarse grain).

Density and mix The amount of development on a given piece of land and the range of uses. Density influences the intensity of development, and in combination with the mix of uses can affect a place's vitality and viability. The density of a development can be expressed in a number of ways. This could be in terms of plot ratio (particularly for commercial developments), number of dwellings, or the number of habitable rooms (for residential developments).

Scale: height Scale is the size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines. Height can be expressed in terms of the number of

floors; height of parapet or ridge; overall height; any of these in combination; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.

Scale: massing The combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces. Massing is the three-dimensional expression of the amount of development on a given piece of land.

Appearance: details The craftsmanship, building techniques, decoration, styles and lighting of a building or structure. This includes all building elements such as openings and bays; entrances and colonnades; balconies and roofscape; and the rhythm of the facade.

Appearance: materials The texture, color, pattern and durability of materials, and how they are used. The richness of a building lies in its use of materials that contribute to the attractiveness of its appearance and the character of an area.

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4-14-12

Jackie Henderson

From: Engin Artemel <engin@artemel.com>
Sent: Friday, April 13, 2012 11:30 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Braddock Metro Place April 14, 2012 docket item 3
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Fri Apr 13, 2012 11:29:59] Message ID: [38476]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Engin
Last Name: Artemel
Street Address: 120 Madison Place
City: Alexandria
State: Virginia
Zip: 22314
Phone: 703-992-4005
Email Address: engin@artemel.com
Subject: Braddock Metro Place April 14, 2012 docket item 3
April 13, 2012
Re: Braddock Metro Place, City Council docket item #3,
April 14, 2012
Hon. Mayor Euille and Members of City Council:
As Planning

Comments: Director in the early 1980s, I prepared the first Braddock Metro Area Small Area Plan in conjunction with the opening of the Braddock Road Metro Station. In accordance with best planning principles and with the objectives of the City, it was a high density, high rise mixed use plan. At that time the land east of the Metro Station belonged to the City. It was the site of the Parker Gray school. I was again in charge of preparing the plans; Savage Fogarty was selected as the developer, mainly because their proposal was a true high density mixed use project consistent with the City's objectives. Savage-Fogarty's Braddock Place office buildings were the first new buildings constructed on the site and provided

300,000+ square feet of office space and room for ground floor retail.
At

that time, we envisioned that the site would also include multi-family

apartments or condominiums, as well as additional office space and a

large retail component.

Due to the combined effects of the 1992

downzoning of the area and a real estate recession in the early 1990s,

the anticipated development did not happen. Instead the commercial parcel

along Madison Street was converted to townhouse use, while another, 1261

Madison Street, remained vacant. When the City undertook the replanning of

the Braddock Metro area in 2006-2008, I was also involved, and delighted

to see that the Metro station area was once again getting the attention it

deserved. The new plan provides for new Metro-oriented residential and

commercial development, improved streetscaping, and additional retail

focus areas.

While the plan provides for a 77 foot height limit on the

1261 Madison Street site, I feel that the additional height requested as

a bonus for affordable housing is in keeping with the objectives of the

City, and the pattern of height stepdowns provided from the highest point

(Meridian, to the north) to the current lowest townhouse and

single-family housing units is consistent with the plan. The 99-foot

height will permit a more attractive building to be built that provides

better step-downs facing the Braddock Place townhouses than the shorter

building.

Accordingly, I recommend that City Council approve the 99 foot

building.

Engin Artemel
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cc: Faroll

Hamer, P&Z

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4-14-12

Jackie Henderson

From: Salena Zellers Schmidtke <salena@bioinjury.com>
Sent: Friday, April 13, 2012 9:43 AM
To: Rose Boyd; City Council; Mark Jinks; Mildrilyn Davis; Faroll Hamer; rpriest@arha.us; Bruce Johnson; Michele Evans; Nancy Coats
Cc: 'Mary Catherine Gibbs'; 'Will Adams'
Subject: Docket Item 3. 1261 Madison Street DEVELOPMENT SPECIAL USE PERMIT #2011-0024
Attachments: 1261 Madison Project Support Statement CC.pdf

Mr. Mayor, City Council, City Manager, Director Hamer, Department of Planning and Zoning Staff,

Please see my attached comments in reference to the 1261 Madison project that you will be reviewing at Saturday's Council meeting. Thank you for your time and consideration,

Salena

Salena Zellers Schmidtke
BioInjury, LLC
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Alexandria, VA 22314
703 980 2047

www.bioinjury.com

From: Rose Boyd [<mailto:Rose.Boyd@alexandriava.gov>]
Sent: Wednesday, January 18, 2012 5:43 PM
To: Sarah Bueter; CDR Daniel Caldwell; John F. Graham; Wendy M. Hogan; Kelly Knape; E.W. Landgrover; Mary MacGregor; Steven MacGregor; Robert J. Maslar; Amanda Marsh; Nicolas F. Negretti; Michelle H. Saylor; Salena Zellers Schmidtke; Malia Stenerson; Christine Stout; Jennifer and Barrett Thornhill; Chris Del Toro
Cc: City Council; Mark Jinks; Mildrilyn Davis; Faroll Hamer; rpriest@arha.us; Bruce Johnson; Michele Evans; hsdunn@jpbtax.com; donna.fossum@verizon.net; jjennings@casact.org; john.komoroske@finra.org; komorosj@nasd.com; mslyman@verizon.net; jlr@cpma.com; erwagner@comcast.net
Subject: Letter to braddock community

All,

The Council asked staff to respond to your emails regarding offsite replacement units for AHRA's Samuel Madden and Andrew Adkins properties. Attached is a letter from the City Manager Rashad Young which responds to your questions and concerns. If you have any questions, please let me know.

Rose Williams Boyd
Special Assistant to the City Manager

April 12, 2012

Memo

To: Mayor Euille, Vice Mayor, City Council, City Manager Young, Director Hamer and Department of Planning and Zoning Staff

Fr: Salena Zellers
Resident and HOA Board member, Braddock Lofts; Braddock Implementation Advisory Group Member

Re: Approval of the proposed 1261 Madison Project

First of all, I want to say how much I truly appreciate your time and energy listening and responding to our comments and concerns regarding development and planning in our neighborhood.

Our properties are not directly adjacent to the development site and therefore we defer to those residents to decide what works best for their properties. However, I want to express my support Option A for the 1261 Madison project because, in spite of the increased height, it steps down to the adjacent properties more effectively, keeping the townhouses from being towered over as would occur in Option B. In addition, Option A has provisions for workforce priced units that fill a much needed gap between the public housing and market rate housing in our neighborhood – a *necessity* for successful mixed income communities, which are the cornerstone for redevelopment of the remaining ARHA properties in the Braddock neighborhood. Details supporting this position are outlined below as well as reiteration of some concerns that we have expressed in the past that may be related to this project.

We are concerned that because of the hope for a park at 1261 Madison Street, the building that most effectively integrates the surrounding homes is not being considered. The Braddock Plan was very clear about the potential for a park at 1261 Madison Street stating that this site is a candidate for a park *only* if the other two preferred locations (Post Office site, Adkins) aren't feasible, with the Post Office Site being the most central and preferred site for a neighborhood park. The Post Office site is an issue for another day but please note, we have spoken to Representative Moran's office and it is imperative to realize that that the post office does not have to be removed in its entirety in order to have a city park there.

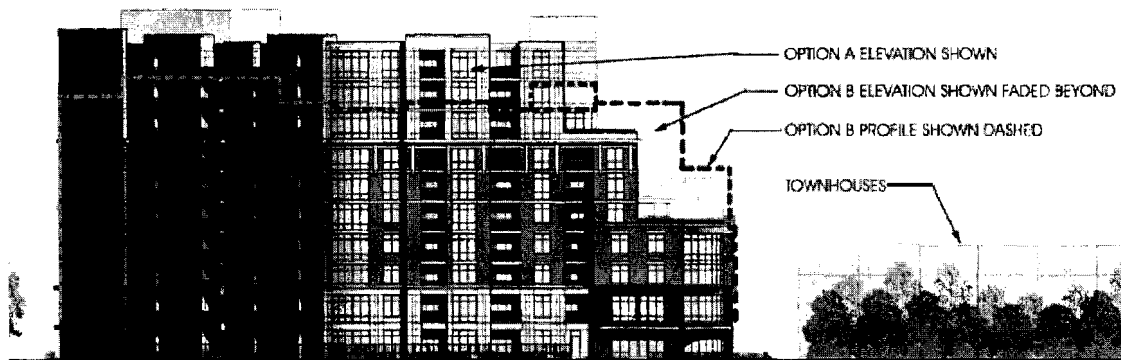
- The Plan states the following about the 1261 Madison site:
 - A Park at this space is “not widely supported”
 - Problems: “high cost” “isolation” “lack of significant frontage on a public street”
 - Not recommended by the City's Open Space Steering Committee
- The Plan recommends that the portion of this site closest to Madison Street could be set aside as a smaller park or plaza for public use when the property is developed ... *Which the developer is doing*
- Note – there is a large planned park 2 ½ blocks north of the 1261 Madison site in the Jaguar project

That said, we worked very hard on the Braddock Plan and reasonable heights in the neighborhood are a very important issue because we don't want the existing structures to be overshadowed by new taller structures. This was attended to in the Plan by height restrictions and transitional setbacks.

We had a difficult time reaching a consensus on which of these project designs were the most desirable. When considering the increased height of Option A and the minimal transition setbacks of Option B, we had to step back and look at the bigger picture and ask which design fits better with the adjacent neighbors and which design offers more benefit to our neighborhood.

The 99' building, which is 22' taller than the recommendations in the Braddock Plan, is utilizing the height bonus in exchange for providing affordable/workforce housing under Section 7-700. This building meets the Braddock Plan's requirements for stepping down to adjacent buildings and the need for workforce/affordable housing. The 77' building that meets the height recommendations of the Braddock Plan but does not provide sufficient step down to the adjacent townhouses and would provide a monetary contribution to the affordable housing fund rather than providing the workforce/affordable housing on-site.

Looking at the bigger picture, the 99' building fits into this unique space better than the 77' building because it more effectively steps down from the tall buildings behind it down to the three floor townhouses in front. In effect, the 99' building does not tower over the adjacent townhouses because it steps down toward them much more dramatically.



The building shown above is the 99' building which steps down to four floors (only one floor taller than the townhouses right next to them). The blue line is the outline for the 77' building, which steps down to six floors towering over the adjacent three floor townhouses with only a few feet set back from that to the 77' height.

In addition, the 99' building provides a *much needed* transition in housing costs from the public housing that dominates our neighborhood to the newer market rate homes. There is not much, if any, mid range priced housing available in our neighborhood which is absolutely necessary for true mixed income housing to be successful.

That said, we have expressed concern about approval of this height extension setting precedent for increases in height at the remaining two areas to be redeveloped (Adkins and Samuel Madden). Leslie Zupan, President of the West Old Town Citizens Association, raised the concern that this would give the City rationale for providing excessive density at these two sites in order to put all, if not additional, public housing units back on to those sites (Letter provided upon request). We do not agree that the City has these ulterior motives.

Our understanding is that Section 7-700 permits bonus density and parking reductions for the provision of affordable housing. The Braddock and Braddock East plans document that the Adkins and Samuel Madden sites will be redeveloped into mixed income housing (i.e. low, middle and market rate housing) replacing some if not all of the ARHA units back on site. My understanding is that since these sites will provide a substantial amount of public housing, additional height could not be obtained through Section 7-700 for bringing additional affordable housing to this, site since it will already have it. We would appreciate comments regarding this issue from the Planning and Zoning Staff, the City Manager, City Council and the Mayor for the public record.

You all recall our emails from last fall regarding the provisions for mixed income housing in our neighborhood as documented in the Braddock Plan. [I can re-send you copies of these emails if you need them.] We reminded you all of *Resolution 830* which states

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

The key point being de-concentration by scattered site replacement *not by increasing the density of the property*. We consider City’s and ARHA’s policy of “de-concentration by scattered site replacement” as a clear position that substantially increasing density at the Adkins and Samuel Madden sites *more* than what was recommended by the Braddock Plan in order to accommodate additional public housing is not legitimate.

Recall that we specifically provide a SOLUTION for the housing availability needed for “de-concentration by scattered site replacements” in the Braddock Plans approved in 2008:

“The City will continue to evaluate whether new developments elsewhere in the City provide opportunities for affordable housing, including sites for public housing units. An initial assessment of areas within the City where there will be pressure for major redevelopment in the next 5-10 years suggests that there may be opportunities to leverage some replacement public housing units and/or funding for public housing units throughout the City.”

We truly appreciated the response from you all documented in the January 18, 2012 from City Manager Rashad Young that confirmed that this is the City’s position and confirmed the City’s intent to *proactively* find replacement housing for units that may need to be off-sited from Adkins and Samuel Madden in order to have those properties redeveloped appropriately.

“City Housing, Planning and ARHA staff will be engaged in looking at options for mixed income housing opportunities including ARHA units.”

“Staff will continue to look at opportunities for ARHA replacement units as more multi-family development proposals come forward.”

With respect to upcoming developments, City Manager Young confirmed that the City is following the recommendations of the Braddock Plan to proactively identify replacement ARHA housing:

“In looking forward, there are opportunities which are being and will continue to be explored including the provision of ARHA replacement housing in Potomac Yard.”

“In the case of North Potomac Yard, the developer has previously indicated that they were amenable to having public housing and other types of affordable housing in their development. The Adopted North Potomac Yard Small Area Plan reflects this commitment to provide mixed income housing which could include ARHA units.”

In conclusion, our position is that approving the height increase at 1261 Madison for Option A by providing work force housing in accordance with Section 7-700, does not set a precedent for an increase in height and density allowance at the Adkins and Samuel Madden sites because it is already zoned for mixed income housing. Again, we would appreciate your input on the issue for the public record.

Finally, while Option A is more appealing than Option B, we refer to the adjacent neighbors for issues pertaining to construction and safety. We ask that the discussion between the City, the developers and the immediate adjacent neighbors be focused on the decision which building is better for the adjacent neighbors and the neighborhood instead of becoming distracted by the hope that this site will someday be a City Park.

Thank you.

3
4-14-12

Jackie Henderson

From: Patricia Curran Larry Grossman <pdclkg@msn.com>
Sent: Thursday, April 12, 2012 4:27 PM
To: Jackie Henderson
Subject: Braddock Place Rezoning Public Hearing April 14th 2012

To Honorable Mayor and Members of City Council:

I would like to inform you of my support for the rezoning of 1216 Madison Place from commercial to residential. As a Senior Planner for the Alexandria Planning Department, I wrote the Request for Proposals for sale and redevelopment of the former Parker Grey School site, wrote the staff report to evaluate the proposals and recommend a developer and reviewed the development plan for SUP approval. The award (AIA) winning Braddock Place proposal that was approved included a mix of commercial retail, office and residential uses formed along a pedestrian plaza that accessed the Braddock Road Metro Station. A key land use component of the plan was a high rise residential building that was to be built on what is now the subject vacant parcel. What staff calls the "odd shaped lot" was part of an interlocking Master Plan which featured the fountain that's been bubbling without its high rise neighbor to appreciate its efforts for about 30 years.

In the late 1980's or so, at the request of the developer, City Council allowed the substitution of additional commercial for the planned high rise residential building and to add town homes which were not part of the original plan. The reason for the change as argued by the developer was that high interest rates would make the financing of the residential project infeasible. City Council acceded to this economic hardship argument and allowed the change. The townhomes were built along N. Fayette Street but the commercial site never took off as there was no market for this use at this location and even the Braddock Place offices that were built on speculation had a hard time finding tenants. The retail plaza never took off in part perhaps because the residential high rise was not built.

I thought City Council was mistaken to change the plan based on economic hardships at the time as claimed by Braddock Place Associates. However, now there is a chance to rectify the mistake and return this property to its original intended use for residential.

I just thought this bit of history (not yet ancient) should be included as part of the factual understanding of this site.

My best to you all in your deliberations.

larry grossman
Florida

3
4-14-12

Jackie Henderson

From: William Bradford <wjbradford@comcast.net>
Sent: Tuesday, April 10, 2012 8:27 PM
To: William Eulle; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: DSUP#2011-0024
Attachments: 501232f87f7751cc0a752c4e38320f7e.doc; ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Tue Apr 10, 2012 20:27:27] **Message ID:** [38397]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: William
Last Name: Bradford
Street Address: 1200 Braddock Place # 705
City: Alexandria
State: VA
Zip: 22314-1667
Phone: 703.836.1096
Email Address: wjbradford@comcast.net
Subject: DSUP#2011-0024
Comments: See attached.
Attachment: 501232f87f7751cc0a752c4e38320f7e.doc

To: Mayor William D. Euille
Vice Mayor Kerry Donley
Councilman Frank H. Fannon IV
Councilwoman Alicia Hughes
Councilman Rob Krupicka
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg

<http://www3.alexandriava.gov/contactus/mailto.php?id=610>

From: William J. Bradford

Subject: Deferral or Denial of 1261 Madison Street/Braddock Place Metro (DSUP#2011--0024)

Date: 11 April 2012

I am a resident of 1200 Braddock Place # 705, Alexandria, VA 22314-1667. I have lived here for 2.5 years and enjoy the unique atmosphere of Old Town Alexandria and the proximity to Metro.

The purpose of this communication is to request a deferral of the above referenced DSUP, so that the adjacent neighbors can have a chance to meet with the Mayor and City Council in order to adequately express our concerns regarding the proposed development of this "last open parcel" (to quote one of the City's Planning Commission staff members). Unlike the developers' team, as I have been lead to understand, I have not had the time or opportunity, due to my work commitments, to meet with each of you and express my thoughts and suggestions.

Similar to the property owner and city planning staff, the neighbors of the proposed development, would like to work with the City Council to evaluate the best use of the property in question. I believe that the best use is already stated in the 2008 Braddock Metro Neighborhood Plan (page 98), which calls for "office, park" for this property. I am not anti-development. Rather, I stand behind this plan. In fact, many of my neighbors in the town houses and condominium building made significant personal financial investments predicated upon the promise made by the City in this plan. I now ask you to stand behind this commitment.

Specifically, I request that you defer the DSUP for a time period long enough so that a coalition of neighbors, city planning staff, property owners, and the planned developer can collaboratively work together to produce an outcome that we could all support. Should you not wish to grant this deferral, then I respectfully request that you deny the proposal so that you can fulfill the City's commitments contained in the 2008 Braddock Metro Neighborhood Plan that you approved.

Thank you.

SPEAKER'S FORM

DOCKET ITEM NO. 3

**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:** Greg Leisch

2. **ADDRESS:** 500 Montgomery Street, Suite 600, Alexandria, VA
TELEPHONE NO. 703-836-5700 **E-MAIL:** Greg.Leisch@deltaassociates.com

3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**
myself as a consultant

4. **WHAT IS YOUR POSITION ON THE ITEM?**
For

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

6. **ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE
COUNCIL?**
Yes

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.

SPEAKER'S FORM

DOCKET ITEM NO. 3

**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:** Ken Howard

2. **ADDRESS:** 6106 Stegen Drive, Alexandria, VA 22310.
TELEPHONE NO. **E-MAIL:** captken97@aol.com

3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**
myself as a consultant

4. **WHAT IS YOUR POSITION ON THE ITEM?**
For

5. **NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY,
LOBBYIST, CIVIC INTEREST, ETC.):**
Law Enforcement Consultant

6. **ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE
COUNCIL?**
Yes

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.

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SPEAKER'S FORM

DOCKET ITEM NO. 3

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BEFORE YOU SPEAK ON A DOCKET ITEM.**

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. **NAME:** Harry P. Hart

2. **ADDRESS:** 307 N. Washington St.
TELEPHONE NO. 703-836-5757 **E-MAIL:** hph.hcgk@verizon.net

3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**
The Applicant

4. **WHAT IS YOUR POSITION ON THE ITEM?**
For

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

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