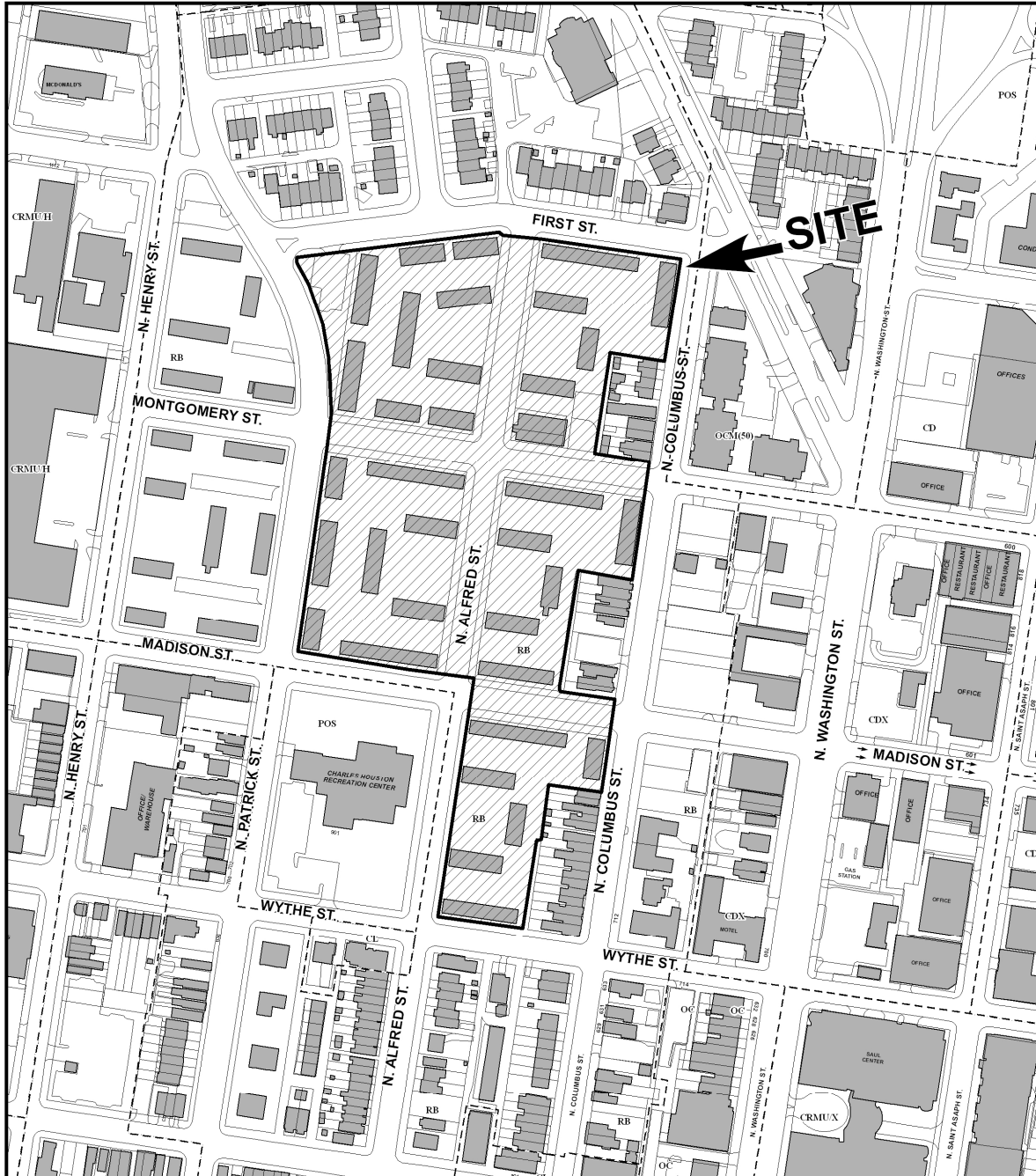


Docket Item #7 A-E & #8

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

Planning Commission  
October 7, 2008

- REQUEST:** Consideration of a request for: 1) a master plan amendment to change the land designation from RM to CDD #16; 2) an amendment to the zoning map to change the subject properties from RB/Townhouse to CDD #16; 3) approval of a concept development plan; 4) a request for a transportation management plan; 5) development special use permit, with site plan, for the construction of a townhouse and multifamily residential development with more than 8 townhouses in a row, land without frontage on a public street, and a parking reduction.
- APPLICANT:** Alexandria Redevelopment and Housing Authority (ARHA) and EYA Development, Inc. by Jonathan Rak, McGuire Woods, attorney
- LOCATION:** 918 N. Columbus Street, 898 and 998 N. Alfred Street, 801 and 808 Madison Street & 101 First Street
- ZONE:** Existing: RB / Medium Density Residential Townhouse Zone  
Proposed: CDD #16 / Coordinated Development District
-



**DSUP #2008-0013**

**10/07/08**



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## **I. SUMMARY**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## II. PROJECT DATA TABLE

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



### **III. BACKGROUND**

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

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

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

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

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

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

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

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

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

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

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

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

## **IV. PROJECT DESCRIPTION**

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

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

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

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

### *ARHA Triplex Flats*

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

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

### *Multi-family Buildings*

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

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

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

## **V. STAFF ANALYSIS**

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

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

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

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

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

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

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

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

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

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

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

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

## B. Rezoning Request

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

**Table 1: Zoning Table**

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

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

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

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
16	James Bland	RB/ Residential Townhouse Zone regulations shall apply	The development controls, including FAR and number of units for land within this CDD, as shown in the approved CDD-16 Concept Plan, in addition to the Braddock East Master Plan provisions in the Braddock Metro Neighborhood Plan. Any proposed development shall conform to the Braddock Metro Neighborhood Plan Design Guidelines	The maximum heights shall conform to the CDD-16 Concept Plan	Mix of residential uses (townhouse & multifamily) & open space

**C. Coordinated Development District Plan (CDD)**

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

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

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

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

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

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

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

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

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

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

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

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

## **E. Site Plan**

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

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

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

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

## **F. Open Space**

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

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

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



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

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

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

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

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

### ***Trees***

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

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

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

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

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

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

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

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

## **I. Building Design**

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

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

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

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

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

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

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

### ***First Street***

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

### ***Alley Houses***

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

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

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

### ***Wythe Street***

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

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

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

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

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

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

## **J. Parking**

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

### ***Parking Requirements***

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

### ***Proposed Parking***

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

### ***Parking Reduction***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## L. Mixed-income Housing

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

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

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

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



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

## **M. Sustainability**

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

## **N. Infrastructure**

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

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

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

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

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

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

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

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

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

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

## **VI. COMMUNITY**

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

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

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

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

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

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

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

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

## **VII. CONCLUSION**

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

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

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

## **VIII. STAFF RECOMMENDATIONS**

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

### **A. GENERAL:**

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

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

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

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

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

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

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

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



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

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

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

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

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

**D. BUILDING:**

17. The applicant shall provide the following building refinements to the satisfaction of the Director of P&Z:

*General*

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

*Townhouse*

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

*Alley Houses*

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

*Multifamily Buildings*

- o. Continue to work with Staff to enhance elevations of the multi-family buildings.
- p. Footprint, north multifamily building: in its siting, this building shall be redesigned to respond to the curvature of North Patrick Street and the geometry of First Street; this can be accomplished either through curving of the building, or by breaking its expression into subunits, each of which has a consistent relationship to the geometry of the curved street.
- q. Architectural expression, multifamily buildings: the three proposed multifamily buildings shall be redesigned to the satisfaction of the Director, P&Z, such that each building expresses a clear and identifiable architectural style; further, the two south buildings shall be redesigned not to appear as twin buildings, and the north multifamily building shall be redesigned to express a smaller scale through subdivision of its mass into three visually distinct units.
- r. Lobby entries at multifamily buildings: building lobbies shall be provided, and designed to create a prominent and welcoming presence on both North Patrick Street and the new private street (through lobbies), for all three buildings.
- s. The design of the multi family buildings shall be subject to the requirements herein to the satisfaction of the Director of P&Z and the issues shall be addressed prior to public hearing before the Parker-Gray BAR. In addition within 6 months, Staff shall provide an update to the Planning Commission and City Council regarding the status of the design of the multi-family buildings. (P&Z)

- 18. The ARHA triplexes and the entire multi-family buildings shall incorporate green building measures to achieve Earthcraft certification or a comparable nationally recognized green building program. (P&Z) (T&ES)
- 19. The market rate townhouses shall incorporate green building measures such that the homes meet the standard for certification under a nationally recognized green building program. Actual third-party certification shall be required only for townhouses in Phase 1 of the project, and may be sought at the applicant's option for the townhouses in the remaining phases. For any townhouses that do not receive third-party certification, the applicant shall prepare a report, signed by a certified green building professional, verifying that the homes were constructed to the same standard as those that did receive certification in Phase 1. This report shall be submitted prior to issuance of the last certificate of occupancy for that phase, to the satisfaction of the Director of P&Z and T&ES. (P&Z) (T&ES)

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

**E. PARKING:**

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

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

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

- c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)

**F. TRANSPORTATION MANAGEMENT PLAN:**

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



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

**G. SITE PLAN:**

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

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

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

## **H. CONSTRUCTION:**

39. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
40. As part of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose; however, the amended

Traffic Control Plan, if required by the Director of T&ES shall be submitted to the Director of T&ES along with the building permit application. (T&ES)

41. The applicant shall submit a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to final site plan release. At a minimum, the plan shall include and be subject to the following:
  - a. Phasing for each portion of the project and for each required public improvement (streets, traffic signals, sidewalks, etc.).
  - b. All public and private infrastructure necessary to support each phase of the project must be in place prior to the certificate of occupancy for that phase.
  - c. The phasing plan shall allow review, approval and partial release of the final site plan, if requested by the applicant. In addition, building and construction permits required for site pre-construction shall be permitted prior to release of the final site plan, if requested by the applicant; and the plan is submitted to the satisfaction of the Direction of T&ES.
  - d. Temporary pedestrian and vehicular circulation during construction. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction (including temporary sidewalks), including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project.
  - e. Provisions in the event construction is suspended for 6 months or more for:
    - i. temporary streetscape improvements;
    - ii. removal of debris; and
    - iii. screening and barrier protection of construction areas and interim open space improvements.
  - f. Designation of responsibilities for implementing improvements should portions of the project be sold to others for construction, and the posting of bonds to insure implementation of these requirements.
  - g. Include the overall schedule for construction and the hauling route.
  - h. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work.
  - i. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected.
  - j. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES, and Code Enforcement. (P&Z) (T&ES) (Code)
42. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z) (T&ES)

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

51. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)

**I. HOUSING:**

52. The Developer shall set aside 134 new units (100 two-bedroom and 34 three-bedroom units) as affordable rental housing for income eligible ARHA-assisted households. These units will serve as replacement units for 134 of the now-existing 194 James Bland public housing units pursuant to Resolution 830. (Housing)
53. Pursuant to Resolution 830, 44 units additional James Bland units shall be relocated to the redeveloped Glebe Park and Old Dominion sites (when completed) and 16 units will be relocated to a City-identified and secured location that is acceptable to ARHA. (Housing)
54. Rents, including utility allowances, for the affordable units shall not exceed maximum rent levels allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 50% and/or 60% (as determined by ARHA) of the Washington, D.C. Metropolitan Area Family Median Income. (Housing)
55. The owner shall re-certify the incomes of households residing in these units annually, and shall provide annual reports to the City to demonstrate the project's compliance with income and rent requirements. Copies of documentation provided to the Virginia Housing Development Authority (VHDA) for this purpose will also satisfy this requirement. (Housing)
56. The units will be maintained as affordable rental housing and will also be subject to one-for-one replacement requirements of Resolution 830, as it may be amended from time to time. (Housing)
57. The Developer will submit a Housing Conversion Assistance Plan for residents of the James Bland public housing units to be reviewed and approved by the Landlord-Tenant Relations Board prior to release of the final site plan. (Housing)
58. The number of accessible units in the new development shall be sufficient to comply with the requirements of the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal requirement. (Housing)
59. At the City's discretion, the Developer will make available up to 20% of the 148 multifamily units to provide workforce homeownership opportunities subsidized by the City so that the units can be purchased by eligible households at an affordable price. The intent of such City subsidy would be to cover the gap between the Developer's market

price and the City-established affordable price. The City will notify Developer of its decision to exercise such option, and the number of units to be subject to such option, no later than the latter of final site plan approval for each multi-family building, or 30 days after the Developer notifies the City of its sales prices for the market units. (Housing)

60. The City has defined workforce sales housing as housing affordable to households at 80% to 120% of area median income. Should the City elect to exercise its option to provide a workforce housing subsidy, the specific income level(s) for which prices would be set, and the number of units to be so subsidized (up to 20% of the total multifamily units), would be determined at that time. (Housing)
61. Any units for which the City exercises its workforce housing option will be subject to resale controls to be established by the City. (Housing)
62. The Developer shall explore the feasibility (economic and otherwise) of increasing the integration of the public housing and market rate units within the multifamily buildings, and present its findings to the City Council within one year. It is not the intent of this condition to require that the Developer create a situation that results in economic loss. (Housing)
63. ARHA shall designate a community communications team consisting of Board members and ARHA program and property management Staff, and any other persons it deems appropriate, to meet regularly with residents of the development and interested members of the surrounding community. These meetings are intended to serve as a forum for sharing information and addressing concerns about the development, with a goal of creating a successful community for the residents and surrounding neighbors. (Housing)
64. A community association or similar group that includes the property-owners and ARHA residents shall be established to ensure that public housing residents have a voice in the new community. (P&Z)

**J. SIGNAGE:**

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

**K. STORMWATER:**

67. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the

Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)

68. The project site lies within the City's Combined Sewer District. Proposed stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with City's policy for management of storm water discharge within the Combined Sewer District. (T&ES)
69. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
70. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
71. Provide BMP narrative and complete pre and post development drainage maps that include areas that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
72. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
73. The Applicant shall submit 2 originals of a storm water quality BMP Facilities Maintenance Agreement with the City to be reviewed as part of the second final site plan submission. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
74. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable,



or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)

75. If units will be sold as individual units and a homeowner's association (HOA) established, the following two conditions shall apply:

- S The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
- S The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the HOA with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

- S The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

76. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Office of Environmental Quality on digital media. (T&ES)

77. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed.

**L. WASTEWATER / SANITARY SEWERS:**

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

**M. SOLID WASTE:**

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

**N. CONTAMINATED LAND:**

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

**O. NOISE:**

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

**P. AIR POLLUTION:**

83. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys.(T&ES)
84. No material may be disposed of by venting into the atmosphere. (T&ES)

85. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
86. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

**Q. ARCHAEOLOGY:**

87. To insure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete a Documentary Study. The Documentary Study shall be completed prior to the first submission of the final site plan or January 1, 2009 (whichever is earlier). If the Documentary Study indicates that the property has the potential to yield significant buried resources, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation. The Archaeological Evaluation will need to be completed in concert with demolition activities. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
88. The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:
  - a. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a Resource Management Plan must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399.
  - b. The applicant/developer shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
  - c. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology)
89. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place. (Archaeology)

90. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (Archaeology)

## **CITY DEPARTMENT CODE COMMENTS**

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

### **Transportation and Environmental Services**

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

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

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

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



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

## **Code Enforcement**

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

## **Police**

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

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

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

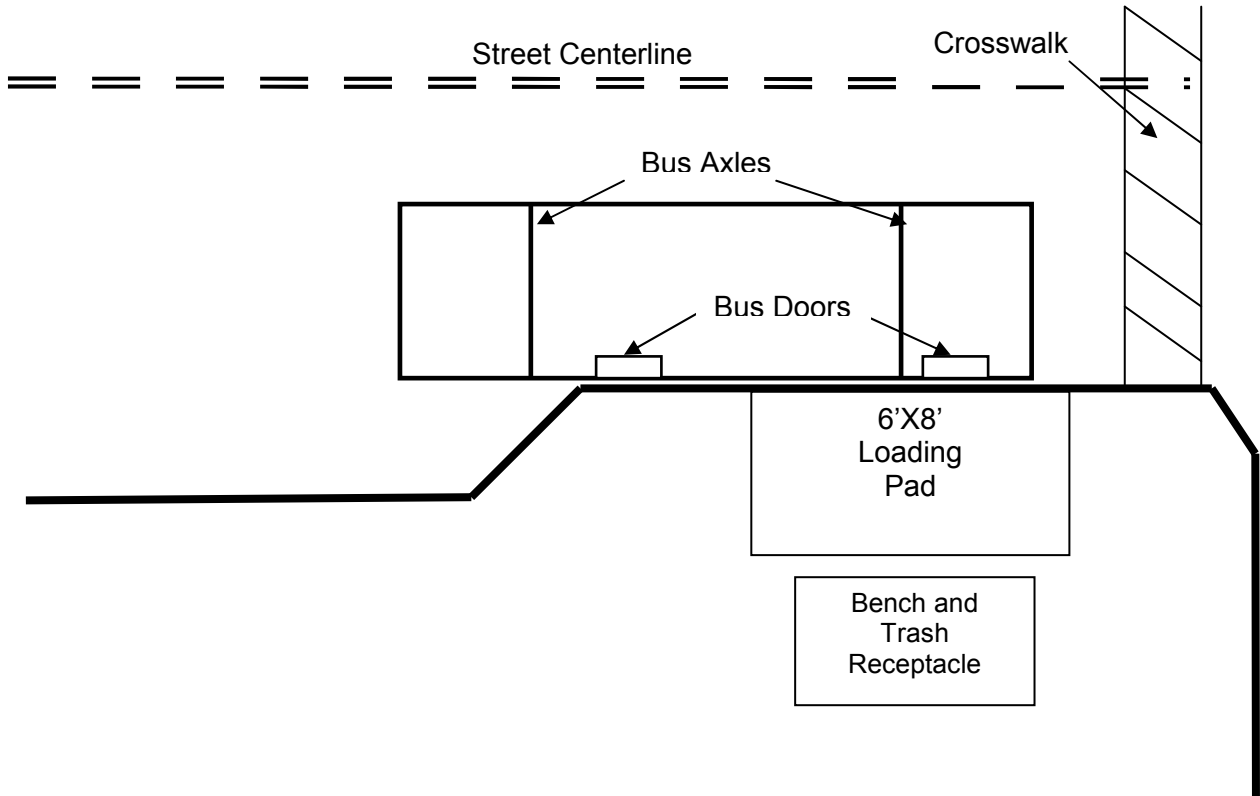
### **Archaeology**

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

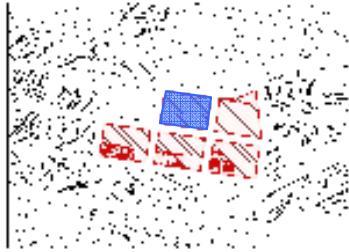
**Condition Attachments:**

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

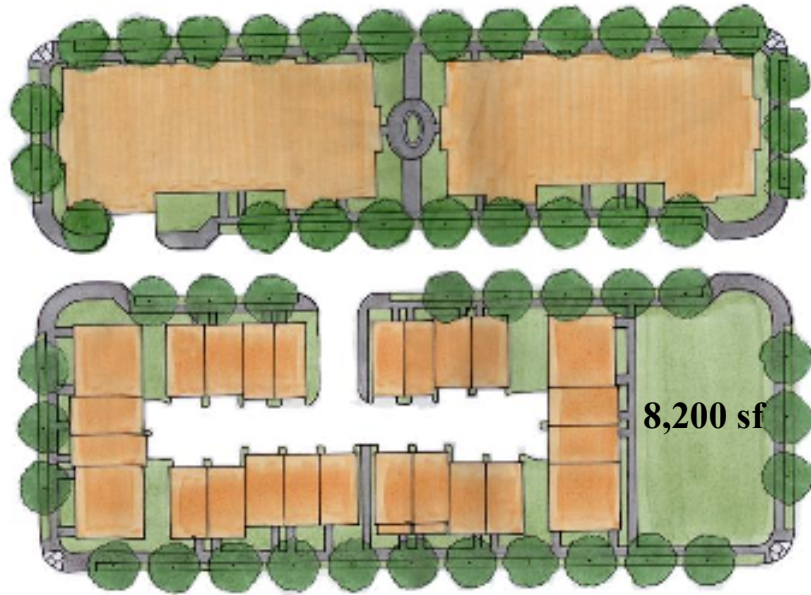
# Attachment #1 – Bus Stop at Bulb Out



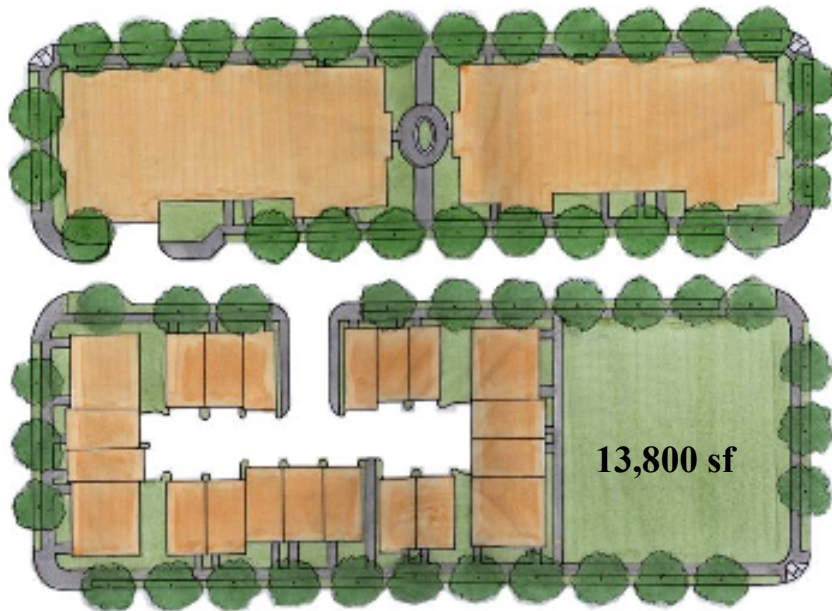
## Attachment #2 – Open Space Expansion



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



Current Proposal



Staff Recommendation

## **Attachment #3 – TMP**

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

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

#### **General Information on the Project**

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

Project scheduled to be completed by 2015.

#### **Transportation Management Plan**

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

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

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

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



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

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

**2. TMP Organization and Funding**

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

**3. Transportation Management Plan**

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

Use	Units
Residential	379

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

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

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

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

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

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

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

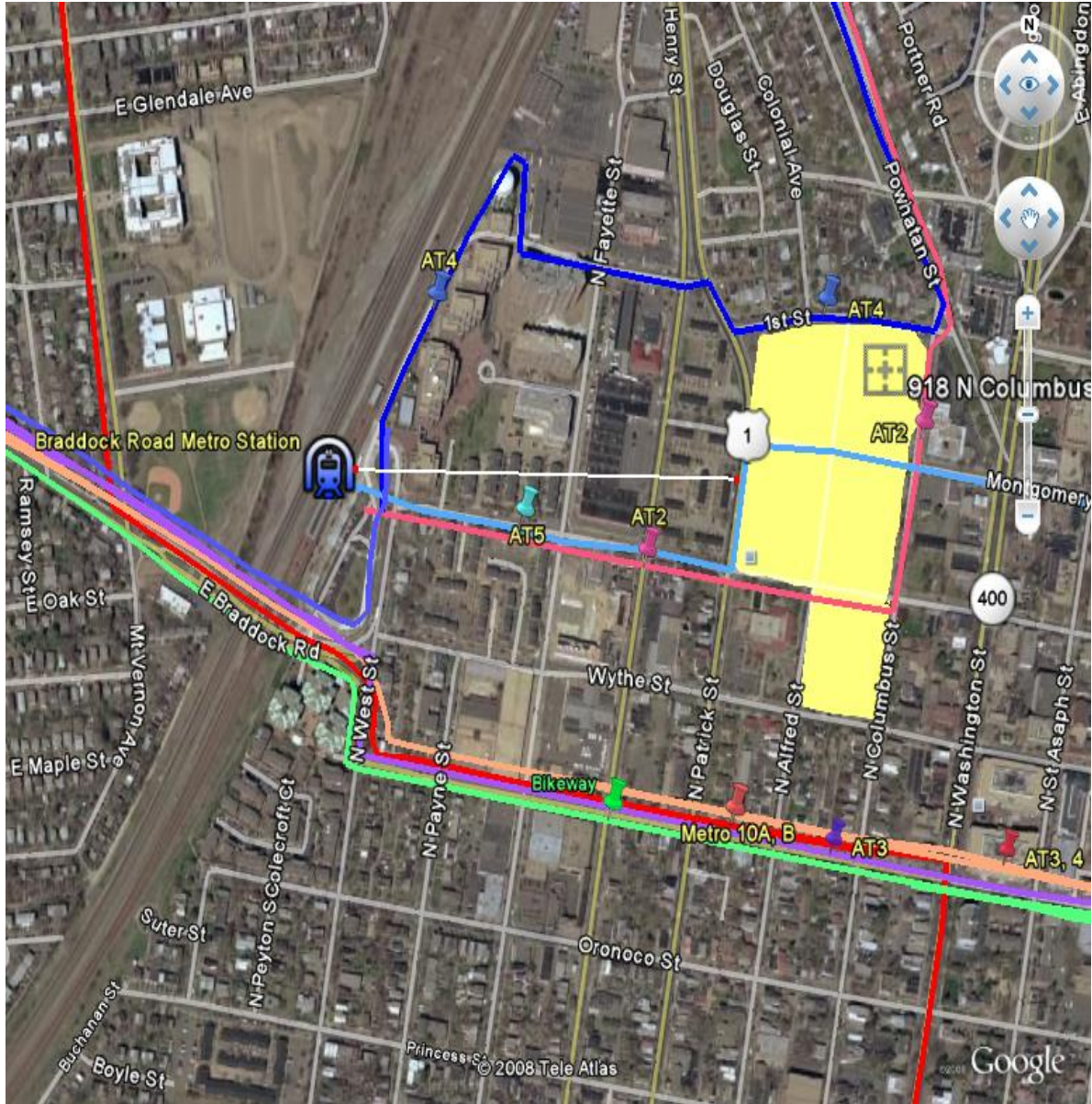
#### **5. District Transit Management Program**

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

**6. Permanence of the TMP Ordinance**

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

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



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

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

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

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

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

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

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

## **IX. APPENDIX**

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

#### ***Location***

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

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

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

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

#### ***James Bland***

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



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

## 2. PARKING TABULATIONS

### Required Parking per Zoning Ordinance

Unit Type	Zoning Requirement (space per unit)	Number of Units	Required Parking
<i>Market-rate</i>			
Townhouses	2	159	318
Multifamily – 1 bed	1.3	56	73
Multifamily – 2 bed	1.75	30	53
Visitor Parking	15% of Total *		67
		<b>Market Total</b>	<b>511</b>
<i>ARHA</i>			
2-bed	1.75	100	175
3-bed	2.2	34	75
Visitor Parking	15% of Total *		38
		<b>ARHA Total</b>	<b>288</b>
		<b>TOTAL</b>	<b>799</b>
* recommendation, not a zoning requirement			

### Parking per Braddock Plan Recommendations

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

### 3. PUBLIC MEETINGS LIST

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

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



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



# James Bland Redevelopment Site Plan

## Legend

- Visitor On Site (38)
- Visitor/ARHA On Site (225)
- Townhouse Garage (260)
- Townhouse Surface (29)
- Multifamily Below Grade (88)



James Bland Redevelopment  
Parking Proposal



**APPLICATION**

MPA # 2008-0004  
REZ # 2008-0001

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

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

**APPLICANT**

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

**PROPERTY OWNER:**

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

**Interest in property:**

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

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

yes: If yes, provide proof of current City business license.

no: If no, said agent shall obtain a business license prior to filing application.

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

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

*Jonathan P. Rak*  
Signature

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

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

McLean, VA 22102  
City and State                      Zip Code

7/3/08  
Date

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

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

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

PROJECT NAME: James Bland

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

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

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

PROPERTY OWNER Name: Alexandria Redevelopment and Housing Authority

Address: 600 N. Fairfax Street, Alexandria, VA 22314

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

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

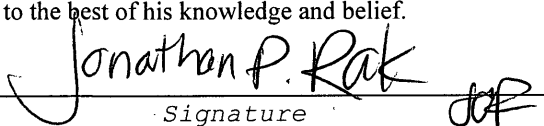
SUP's REQUESTED: 1) Parking reduction, 2) more than 8 townhouses in a row (7-1600), 3) lots without frontage (7-1007)

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

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

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

  
*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 #*  
  
\_\_\_\_\_  
*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) # 2008-0013

All applicants must complete this form.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is the *(check one)*:

- Owner             Contract Purchaser  
 Lessee             Other: Developer

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

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

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

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

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

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

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

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

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

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

N/A

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

N/A

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

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

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

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

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

B. How will the noise from patrons be controlled?

N/A

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

Odors are expected to be consistent with residential use.

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

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

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

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

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

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

C. How often will trash be collected?

Weekly or more if necessary.

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

N/A

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

Yes.  No.

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

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

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

Yes.  No.

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

Normal cleaning agents for residential use.

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

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

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

Access to residential buildings will be restricted to residents, invited guests and ARHA facilities personnel. Open spaces and common areas are highly visible, surveilled and easily defensible.

**ALCOHOL SALES**

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

Yes.       No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

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**PARKING AND ACCESS REQUIREMENTS**

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

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

251 parking spaces for ARHA units

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

**SEE COVER SHEET OF DSUP PLAN**

\_\_\_\_\_ Standard spaces

\_\_\_\_\_ Compact spaces

\_\_\_\_\_ Handicapped accessible spaces.

\_\_\_\_\_ Other. (Hybrid)

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

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

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

\_\_\_\_\_

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

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?    N/A

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

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

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

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

N/A

\_\_\_\_\_

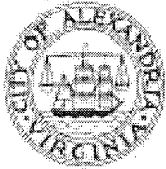
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

N/A

\_\_\_\_\_

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

The existing street access is adequate for this proposed use.



# APPLICATION – SUPPLEMENTAL

## PARKING REDUCTION

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

**1. Describe the requested parking reduction.** (e.g. number of spaces, stacked parking, size, off-site location)

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

See Parking Plan provided with DSUP application for further information.

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

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

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

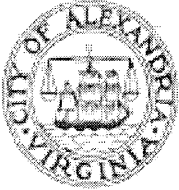
The redevelopment provides a mixed income community at the required ratio of public housing to market rate housing, breaks between the blocks with private streets and open spaces around the sites and therefore, cannot provide any more on site parking spaces.

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

Yes.  No.

90





# APPLICATION SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** 2008-0060

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

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

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

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

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

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

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

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

Jonathan P. Rak, Esq., Agent      *Jonathan P. Rak*      8/4/08  
Print Name of Applicant or Agent      Signature      Date

McGuireWoods LLP      (703) 712-5411      (703) 712-5231  
1750 Tysons Boulevard, Suite 1800      Telephone #      Fax #  
Mailing/Street Address

McLean, VA      22102      jrak@mcguirewoods.com  
City and State      Zip Code      Email address

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

2 x 91

**PROPERTY OWNER'S AUTHORIZATION**

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

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

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

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

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

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

- Required floor plan and plot/site plan attached.
- Requesting a waiver. See attached written request.

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

- Owner
- Contract Purchaser
- Lessee or
- Other: Development Partner of the subject property.

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

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

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

**Yes.** Provide proof of current City business license

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

**NARRATIVE DESCRIPTION**

**3.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

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

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**USE CHARACTERISTICS**

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

5. Please describe the capacity of the proposed use:

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

N/A

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

N/A

6. Please describe the proposed hours and days of operation of the proposed use:

Day:	<u>N/A</u>	Hours:	<u></u>
	<u></u>		<u></u>
	<u></u>		<u></u>
	<u></u>		<u></u>

7. Please describe any potential noise emanating from the proposed use.

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

N/A

B. How will the noise be controlled?

N/A

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

N/A

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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

[ ] Yes.

[ ] No.

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

N/A

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

Yes.  No.

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

N/A

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

N/A

**ALCOHOL SALES**

13.

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

Yes  No

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

N/A

**PARKING AND ACCESS REQUIREMENTS**

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

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

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

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

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

on -site

off -site

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

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

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

**Parking reduction requested; see attached supplemental form**

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

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

<p>Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement?</p> <p style="text-align: center;"><input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
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B. Where are off-street loading facilities located? \_\_\_\_\_  
\_\_\_\_\_

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

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

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

**SITE CHARACTERISTICS**

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

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

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

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

18. What will the total area occupied by the proposed use be?  
\_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = \_\_\_\_\_ sq. ft. (total)

19. The proposed use is located in: (check one)  
 a stand alone building  
 a house located in a residential zone  
 a warehouse  
 a shopping center. Please provide name of the center: \_\_\_\_\_  
 an office building. Please provide name of the building: \_\_\_\_\_  
 other. Please describe: \_\_\_\_\_

**End of Application**

*8 98*





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

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

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



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

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

Dear City Council:

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

So my grievances with the proposed Bland project are:

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

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

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

and within the city as a hole.

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

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

My suggestions:

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

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

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

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

thanks for you time and consideration..

Karl Tamai  
702 North Columbus Street  
Alexandria, VA.



powhatanpark.pdf



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

To  
cc  
bcc  
Subject Fw: Braddock Metro Plan

Andrea Barlow/Alex

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



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

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

Matthew Tallmer  
631 N. Alfred Street  
Alexandria, VA 22314

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

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

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

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

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

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

Respectfully,

Matthew Tallmer

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