Docket Item #2A-D

Master Plan Amendment #2012-0006
Rezoning #2012-0004
Development Special Use Permit #2011-0028
City Charter Section 9.06 Case #2012-0004

Application	**General Data**	
Project Name: East Reed Multifamily	PC Hearing:	1/3/2013
	CC Hearing:	1/12/2013
	If approved, DSUP Expiration:	1/12/2015
	Plan Acreage:	30,036 square feet (.69 AC)
Location: 114, 116/116 ½, 118/118½, 120 East Reed Ave; 3600 Jefferson Davis Hwy	Existing Zone:	CDD#7 / underlying RB
	Proposed Zone:	CRMU-M
	Proposed Use:	Residential
	Dwelling Units:	78
	Gross Floor Area:	100,696 square feet
Applicant: AHC, Inc.	Small Area Plan:	Potomac West
	Green Building:	Compliance with City's Green Building policy

Purpose of Application

Consideration of a request for a Master Plan Amendment, a rezoning and a development special use permit, with site plan to construct a 78-unit apartment building over 1.5 levels of parking to be marketed to residents with incomes up to 60% AMI.

Special Use Permits and Modifications Requested:

1. Amendment to the Potomac West Small Area Plan Chapter of the Master Plan to amend the land use map from CDD/Coordinated Development District to CRMU/Commercial Residential Mixed Use and the zoning map from CDD #7/Coordinated Development District to CRMU-M/Commercial residential mixed used medium zone and to amend the height map to increase the allowable height from 45 feet to 60 feet;
2. Map amendment (rezoning) to amend the zone from CDD#7/Coordinated Development District to CRMU-M/Commercial Residential Mixed-Use Medium;
3. Development special use permit, with site plan, to construct a multifamily residential building including special use permit requests for increased floor area for residential development pursuant to Section 5-205(C) of the Zoning Ordinance and increased floor area and a parking reduction for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance; and
4. Request for Planning Commission to review whether the proposed partnership appropriation related to property owned by the City of Alexandria, and the resulting change in use of that property, is consistent with the City of Alexandria Master Plan, pursuant to Section 9.06 of the City Charter.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Dirk H. Geratz, AICP; dirk.geratz@alexandriava.gov
Maya Contreras; maya.contreras@alexandriava.gov

PLANNING COMMISSION ACTION, JANUARY 3, 2013:

Master Plan Amendment #2012-0006: On a motion made by Mr. Dunn, seconded by Mr. Robinson, the Planning Commission voted to recommend approval of Master Plan Amendment #2012-0006 to the Potomac West Small Area Plan Maps 10, 11, & 13. The motion carried on a vote of 6-0, with Mr. Wagner absent.

Reason: The Planning Commission found that the proposed amendment was consistent with the intent of the Potomac West Small Area Plan and the surrounding neighborhood**.**

Rezoning #2012-0004: On a motion made by Mr. Dunn, seconded by Ms. Lyman, the Planning Commission voted to recommend approval of Rezoning #2012-0004 to amend the zoning of the property from CDD #7/Coordinated Development District to CRMU-M/Commercial Residential Mixed-Use Medium. The motion carried on a vote of 6-0, with Mr. Wagner absent.

Reason: The Planning Commission found that the proposed rezoning was consistent with the City Council's rezoning criteria.

Development Special Use Permit with Site Plan #2011-0028: On a motion made by Mr. Dunn, seconded by Mr. Robinson, the Planning Commission voted to recommend approval of the DSUP #2011-0028, subject to compliance with all applicable codes, ordinances and staff recommendations, including a new condition about parking fees. The motion carried on a vote of 6-0, with Mr. Wagner absent.

25a. **CONDITION ADDED BY PLANNING COMMISSION:** A separate fee shall not be charged for parking a car in the garage of the proposed building. In the event that not charging a parking fee becomes a serious issue, then the applicant may come back and request a change to this condition. (PC)

Reason: The Planning Commission expressed support for the proposed affordable housing proposal and agreed with staff recommendations. The Commission did not support the applicant's proposal to charge a parking fee for parking in the garage of the proposed building. They felt such a fee would discourage use of the structured garage and would thus encourage parking on the adjoining and nearby residential streets. The Commission noted that most of the 16 residents speaking during the public hearing stated that on-street parking in the adjoining neighborhood is very limited. The Commission also felt that the fact that this building includes all affordable housing units is a valid reason to make an exception to the normal City practice of unbundling parking.

Section 9.06 Review #2012-0004: On a motion made by Mr. Dunn, seconded by Ms. Lyman, the Planning Commission voted on a finding that the proposed partnership appropriation related to property owned by the City of Alexandria, and change in use of the property, is consistent with the City of Alexandria Master Plan, pursuant to Section 9.06 of the City Charter. The motion carried on a vote of 6-0, with Mr. Wagner absent.

Speakers:

Duncan Blair, representing the applicant, spoke on behalf of the project.

Brad Cooper, 135 E. Reed Avenue - Preston Townhome Association, spoke on behalf of his community expressing concerns about limited parking on E. Reed Avenue and concerns with the parking analysis that was prepared for the project.

Michael Becker, 181 E. Reed Avenue, #403, identified himself as a Preston Condo owner and he expressed concerns about limited on-street parking in the neighborhood. He felt that not enough parking spaces are being proposed for the new building. He supports the addition of a right turn lane from Route 1 onto E. Reed Avenue.

Jason Re, 112 ½ E. Reed Avenue, noted he is a school teacher and lives immediately adjacent to the proposed building. He expressed concerns about the limited availability of on-street parking on E. Reed Avenue, added traffic congestion and impact on his property value. He expressed support for the right turn lane.

Joe Bondi, 122 Lynhaven Drive, President of the Lynhaven Citizens Association, spoke on behalf of his community in support of the AHC mission and the provision of affordable housing. However, he indicated that the neighborhood is opposed to charging a parking fee for the future residents of the new building. He noted incentives to encourage use of the structured parking garage should be determined now and not after one year as recommend by staff.

Matt Hite, 258 Lynhaven Drive, stated that he opposes the project unless the parking in the proposed building is free to the building residents.

Rita Hite, 258 Lynhaven Drive, expressed concerns about parking and the impact on the quality of life in the neighborhood.

Anton Gueorguiev, 142 Wesmond Drive, stated he supports affordable housing, but expressed concerns that the building scale is not appropriate to the site. He noted the entire area is becoming very congested as a result of all the new development in the area. He opposes a future right turn lane as it will make the area less pedestrian friendly.

Laura Reeder, Counsel for the Preston Condo Unit Owners Association, expressed concerns about parking in the neighborhood and her support for the right turn lane.

Melissa Chaump, 181 E. Reed Avenue, #409, expressed concerns about traffic congestion and the long back-ups that occur at the nearby traffic lights. She also stated that the size and number of units is too great for the property and she would prefer a townhouse scale. She recommended that action on the project be postponed until a decision about the turn lane could be made.

Sharon Kroszkewicz, 181 E. Reed Avenue, #314, Vice President of Preston Condo Board,

expressed concerns about limited parking in the area. She also expressed concerns about the construction traffic and parking for construction workers during the project's construction.

Jinyoung Englund, 181 E. Reed Avenue, #103, noted she loves her neighborhood. She explained how difficult it is to exit from the Preston garage onto E. Reed Avenue. She supports the addition of the right turn lane as the current situation creates a challenge on Route 1. She expressed concerns about the impact of the project on the quality of life in the neighborhood.

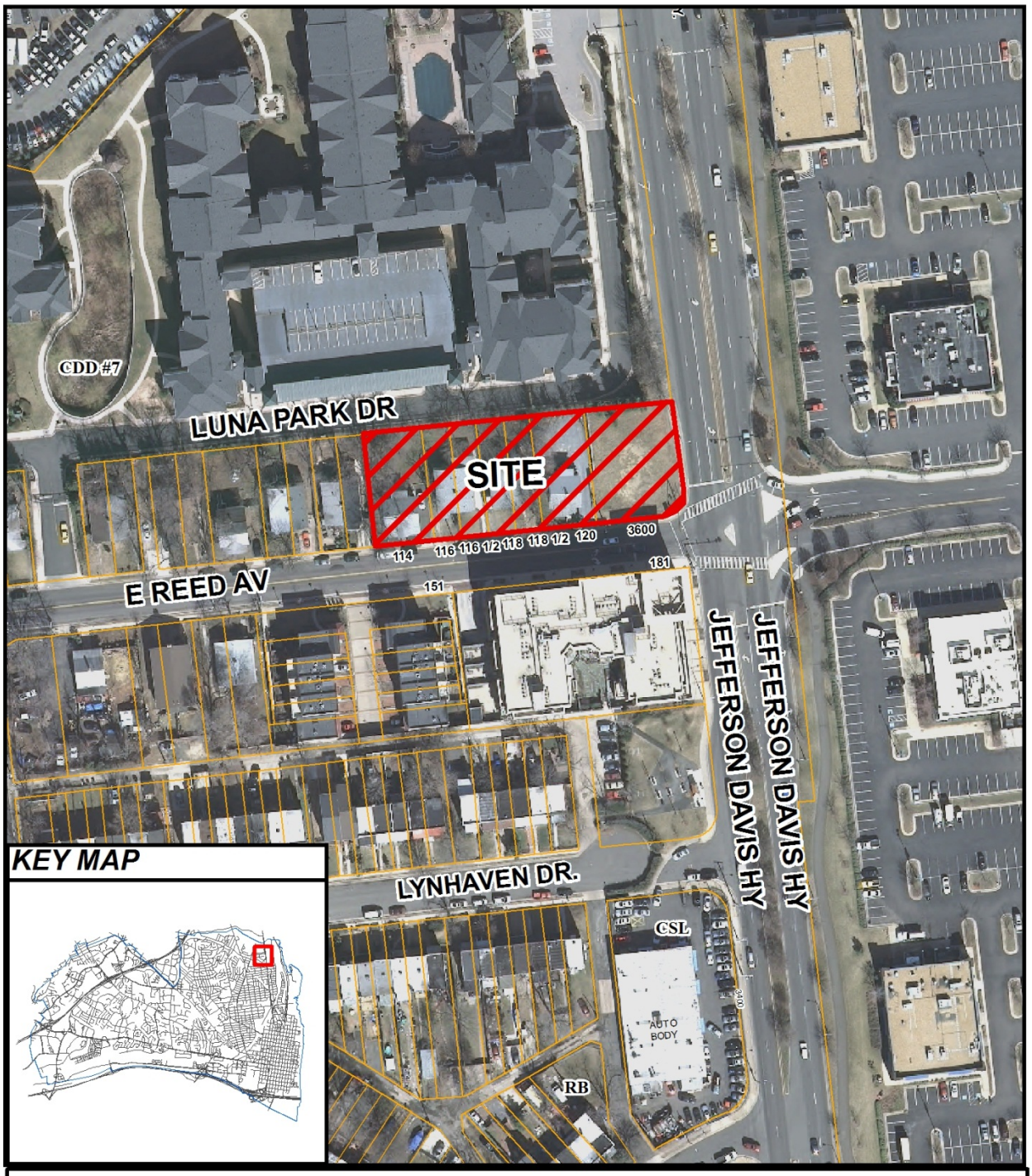
Ryan Jones, 232 Lynhaven Drive, stated he lives in Lynhaven and that he supports the project as long as the parking starts out free. He made suggestions including using any future parking fees to support the cost of alternative transportation options.

Sean Tindall, 145 E. Reed Avenue, lives in the Preston Condos and expressed concerns about the size and scope of the project being too large.

Douglas Upperman, 181 E. Reed Avenue, #214, President of the Preston Condos, supports the right turn lane, noted his concerns about the serious parking issue in their neighborhood and noted the lack of play area for future children of the new residential building.

Donald Adcock, 181 E. Reed Avenue, #214, Preston Condo, expressed concerns about road congestion and the difficulty of getting out of his building. He also had concerns about the height of the building as it will block views.

John Drake, 181 E. Reed Avenue, #407, recommended that the project be denied. If approved the height of the building should not be approved to exceed the current allowed height. He supports the right turn lane.



MPA #2012-0006
REZ #2012-0004
DSUP #2011-0028
9.06 Case #2012-0004

1/3/2013

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I. SUMMARY

A. Recommendation

Staff recommends approval of the request to construct a 78-unit apartment building, with associated rezoning, Master Plan Amendments, and Development Special Use Permit, and subject to compliance with the staff recommendations. The proposal includes:

- Provision of 78 new long-term affordable apartment units with a mix of 1, 2 and 3 bedrooms, which would be available to tenants with incomes up to 60% of the Area Median Income (AMI) for a period of 60 years;
- Consolidation and redevelopment of five parcels at the intersection of Route 1 and East Reed Avenue, consistent with the Potomac West Small Area Plan;
- Public-private partnership between AHC and the City to maximize opportunities for affordable housing and to facilitate the City's support and participation in project governance;
- High quality architecture and landscaping designed in compliance with the City's Green Building Policy; and,
- Project amenities, including an exterior plaza along East Reed Avenue, a rooftop patio, an activity room, and on-site management.

B. Summary of Issues

The applicant and developer, AHC (AHC, Inc.), has submitted a request to rezone and redevelop eight individual parcels containing six dwelling units (two single family homes and four duplexes) near the intersection of Route 1 and E. Reed Avenue. The applicant seeks to demolish the existing units and construct a 60-foot tall residential building with 78 dwelling units

The site is currently zoned CDD#7, with underlying RB Zone, which has a 50-foot height maximum and a 1.5 FAR (Floor Area Ratio). The applicant is requesting a Master Plan Amendment to increase the building height to 60 feet and a rezoning to Commercial Residential Mixed-Use - Medium (CRMU-M). The rezoning request includes a provision within the CRMU-M zone district that allows for an additional increase of the FAR to a maximum of 2.0 for mixed-use or residential projects with review and approval of a special use permit. A Master Plan Amendment is requested to update the land use designations on the associated maps.

Finally, the request includes additional Special Use Permit requests to further increase Floor Area Ratio (FAR) from 2.0 to 2.5 pursuant to Section 7-700 of the Zoning Ordinance for low and moderate income housing projects, and to reduce the amount of required parking under the same section. Further analysis regarding the rezoning, Master Plan Amendment and the SUP- requests will be discussed later in the report.

Parking is proposed to be partially below-grade in a structured garage with an at-grade loading dock for trash pickup and move-ins. Open space is provided along E. Reed Avenue in a 25' setback, and in a 10' setback providing a buffer between the new building and first remaining

home to the west on E. Reed Avenue. At this western end, the building steps down to 40', with a rooftop terrace to provide additional open space for the residents.

To construct the project, the applicant requests approval of the following:

- Master Plan Map Amendment for changing the land use designation and the height map in the Potomac West Small Area plan;
- Rezoning of the property;
- Development Special Use Permit with Site Plan within the CRMU-M zone district for a residential development with maximum of a 2.0 FAR; and,
- Special Use Permits for a maximum of 2.5 FAR and a reduction in required parking, per Section 7-700 of the Zoning Ordinance.

In conjunction with these requests, the Planning Commission is required to review whether the proposed partnership appropriation of property owned by the City of Alexandria and the resulting change in use of that property is consistent with the City of Alexandria Master Plan, pursuant to Section 9.06 of the City Charter.

Key issues that were considered with this proposal, discussed in further detail within the report, include:

- Master Plan Amendment and Rezoning requests;
- Conformance with the Potomac West Small Area Plan;
- Building design and landscape at a highly visible intersection;
- Balance between the existing single-family neighborhoods of Lynhaven, Hume Springs and Del Ray with the anticipated higher density development at Potomac Yard;
- Establishing adequate transportation and parking options to accommodate residents and visitors;
- City support, including a partnership appropriation of City-owned parcels and gap financing of $2.5 million from the City's Housing Opportunities Fund, as part of the project's estimated funding package of $24.5 million; and,
- Development of a partnership between the City and AHC, to increase the long-term stock of affordable housing within the City.

II. BACKGROUND

A. Site Context

The site is located on eight lots of record in the Potomac West area of the city. The approximately 30,000 square foot property is currently occupied by a City-owned vacant lot and four single-story residential buildings (two single family homes and two duplex homes). The lots are bordered by E. Reed Avenue to the south, and US Route 1/Jefferson Davis Highway (Route 1) to the east. Across E. Reed Avenue are the Preston Condominiums and Townhomes, which were approved in 2002, with another apartment complex, The Reserve at Potomac Yard, immediately adjacent to the north. The rest of E. Reed Avenue is comprised of small single-

family and duplex homes, with the Townes at Lynhaven, a recently approved five-unit townhouse project at 101-103 E. Reed Avenue, at the intersection with Evans Lane. Directly across Route 1 to the east is the Potomac Yard Shopping Center, a regional shopping center that is anticipated to redevelop within the next decade with high density office, hotel and residential uses. Portions of Potomac Yard just to the south are already under construction for mid-rise residential and retail uses, and townhomes.

The vacant corner lot, 3600 Jefferson Davis Highway, was purchased by the City in 1977 in anticipation of the widening of Route 1 to six lanes, and previously housed a service station and a rental car lot. The next four lots, 120, 118/118 ½, 116/116 ½ and 114 E. Reed Avenue, are all developed with small privately owned single family or duplex homes. AHC has coordinated with all the associated property owners to purchase and consolidate the lots and has already acquired one of the properties along E. Reed Avenue. The site, once consolidated, will be approximately .69 acres in size.

B. Project Evolution and Procedural Background

This is the first Alexandria project for AHC, Inc., (AHC), but they have been working regionally for more than 35 years. Since 1975, AHC has developed and/or preserved 39 projects containing nearly 5,000 housing units and directly manages 2,871 of those units. These affordable rental apartment communities are located primarily in Arlington County, but also extend to Baltimore and Germantown, MD, and into the Tidewater region of Virginia.

During the summer of 2011, the City was approached by AHC to discuss development of an affordable housing project at the northwest comer of East Reed and Route 1/Jefferson Davis Highway. They proposed to combine the City-owned parcels at 3600 Jefferson Davis with three privately-owned parcels currently developed with single family or duplex houses.

AHC executed letters of intent for the three parcels, with the goal that the assembled five-parcel site would be used to construct a 4 to 5 story multi-family apartment building that would be owned and operated by AHC, as affordable rental housing. The project was proposed to be financed by AHC which would apply for affordable housing tax credits as part of its funding package. Under this previous plan, AHC would pay fair market value to the City for the two parcels at 3600 Jefferson Davis, but asked that the City allow the payment to be deferred with interest and paid to the City at the end of the initial 15-year tax credit period. AHC also requested that the City provide an affordable housing loan, which was reviewed by the Office of Housing.

Staff and the applicant worked through fall of 2011 to bring the project to hearing in January 2012, based on the March deadline for the VHDA tax credit application. However, at the December 13, 2011 legislative session, City Council deferred action on declaring the City land at 3600 Jefferson Davis as surplus, in order to allow time to determine if there were any other options for the property. Because the legislative approvals needed to be in place prior to submittal of the tax credit applications, the project was put on hold pending further discussion.

During Spring and Summer 2012, Housing staff worked with the City and the applicant to develop a partnership alternative that will permit the City to actively participate in the development and ongoing governance of the proposed project. As its stake in the new partnership that will be formed, the City will execute a partnership appropriation for the City property at 3600 Jefferson Davis Highway (Route 1). Ultimately, AHC was able to assemble a total of 6 lots in addition to the two City parcels. Additionally, the City will be making a loan to AHC from the City's Housing Trust Fund.

On a separate but closely related issue, P&Z and T&ES staff have had ongoing coordination with the community and City Council to determine whether a right turn lane should be provided at the intersection of E. Reed and Route 1. At the September 27, 2012, legislative session, City Council voted to support AHC's predevelopment funding request for the East Reed project, but also discussed the turn lane issue. The Council directed staff to do a complete analysis of the intersection, separate from the AHC project, and to bring this issue back before Council in Spring 2013 for further discussion. It was agreed that any new project adjacent to this intersection must not preclude provision of a right turn lane, but that this is a separate issue that must be reviewed and acted on independently.

C. Project Description

The proposal consists of constructing an approximately 100,696 square-foot building that will be 60 feet tall and contain 78 dwelling units. The rental units are a mixture of one, two and three bedroom units. The proposal would include residential amenities, such as a loading space for move-ins, rooftop terrace space, a landscaped plaza along E. Reed Avenue, and an activity room.

The proposed building design is contemporary and utilizes brick, cement fiber panels, glass, and metal for a variety of colors and textures. Along Route 1 and E. Reed Avenue, the building provides an articulated face and rooftop for architectural variety. At the corner, the building's base materials extend onto the third and fourth floors, punctuated by a metal-clad bay highlighting the main entrance. Metal bays are also provided along the E. Reed frontage to mimic the rhythms of a townhouse block.

Parking is provided below the building in a structured garage with vehicular access at the southwestern end of the building. The garage entrance and exit have been separated into two doors, and set back into the building to minimize garage door noise. The right-of-way along E. Reed Avenue will include a six-foot sidewalk. Street trees will be introduced in the five-foot planting strip on the applicant's property. The open space setback and the on-street parking allow for a buffered space in front of the building, and a series of landscaped terraces set the height and mass of the building away from the street.

III. ZONING

Property Address: Total Site Area:	114-120 East Reed Ave; 3600 Jefferson Davis Hwy 30,036 (.69 AC)		
Zone:	CDD#7 with RB underlying on Reed Avenue		
Current Use: Proposed Use:	Vacant lot, single family& duplex residential uses Multi-family apartment building		
	Permitted/Required CDD#7	SUP	Proposed
FAR	1.5	2.0	2.5*
Height	45 feet (RB Zone)	NA	60 feet
Setbacks: Front Side Rear	 NA 25' from E Reed Av NA	 NA	 NA 25' from E Reed Av NA
Parking:			
Residential Use:	135	.85 per unit	78
Visitor	NA	.15 per unit	15% - 12 spaces
Total:			78**
Loading spaces:	0	0	1

**Additional density requested with 7-700*
*****The overall 1.0 ratio includes residential and visitor spaces***

IV. STAFF ANALYSIS

A. Consistency with the City's Plans and Policies (Master Plan Amendment)

The eight unique parcels are located in the Potomac West Small Area Plan and in the southeast corner of a larger area that was rezoned CDD#7 with the Potomac West Small Area Plan update. This rezoning was part of a community-based planning effort as part of the *Arlandria Neighborhood Plans*, which consist of the *Upper Potomac West Task Force Report* and the *Long-Range Vision and Action Plan for the Arlandria Neighborhood*.

The long-term vision for this area has been consistent. The Adopted 1982 Potomac West Plan described City policies for Potomac West as including neighborhood conservation, housing rehabilitation, retail revitalization and controlled development. Some key points included:

- Encouraging conservation of most existing uses
- Strengthening the existing residential character of Potomac West
- Encouraging infill residential development consistent with the scale and density of the surrounding housing
- Providing effective buffers between residential and adjoining commercial and industrial uses
- Designating the Route 1 properties as a development/redevelopment site

With the adoption of the 1992 Potomac West Small Area Plan, the Route 1 Properties site was updated from Mixed Use to Coordinated Development District, which became CDD#7. The plan called for the site to be redeveloped logically with a higher density mix of residential, office, retail and hotel, concentrating commercial development to the northeast with residential uses along E. Reed and Commonwealth Avenues.

This coordinated redevelopment vision of higher density commercial uses along Route 1 and at the City's northern border, stepping down to lower density residential is generally in keeping with what has been approved, and is being constructed, on the east side of Route 1 in Potomac Yard, but has not come to fruition on the west side. Two large developments, The Reserve at Potomac Yard apartment complex, and Alexandria Toyota were constructed as by-right development, and so CDD#7 has never officially been activated with submittal of a concept plan.

Staff supports the request to rezone the property for various reasons but specifically the following: (1) the proposal is consistent with the Master Plan vision; (2) the proximity to existing and future transit, including the new Route 1 transitway; (3) the proposal contains an appropriate mixture of uses, density, and height for this section of Route 1; and (4) the provision of a significant amount affordable units.

First and foremost, the amendment and rezoning are consistent with the goals of the City's Master Plan and adhere to the rezoning criteria set forth by City Council. These criteria were established by City Council to provide guidance for rezoning applications for locations that are not designated to undergo a Small Area Plan update in the near future and are of a lesser scale in that the proposal on its own would not warrant a new plan or study. A more thorough analysis is provided below.

Secondly, the CRMU-M zone provisions are intended to promote a mixture of uses to conserve land resources, encourage the reduction of automobile usage, and promote the development of residential or mixed-use projects by allowing greater density than would otherwise be permitted. The Master Plan map amendment and rezoning together will permit the redevelopment of an underutilized strip of parcels into an affordable residential building along a primary collector street and at a designated transit corridor. The location of guaranteed affordable residential development near transit is a good planning practice as it provides low-income residents the option of car-free living, as well as promoting density near transit.

Thirdly, this location is highly suitable for the proposed amount of density, and the height of the building, as well as the land use. The proposed residential units will be located within a predominantly residential neighborhood, with significant existing and proposed retail directly across Route 1. The amount of density is appropriate for the area given the proximity to existing and transit services and the planned transit corridor. The proposed building height is compatible with the Preston condo project to the south and The Reserve at Potomac Yard apartments to the north. Both of these projects are approximately 60 feet high at Route 1, which is the same height being requested for this project. Together, these will serve as a transitional buffer for the residential neighborhoods to the west to the forthcoming development at Potomac Yard. Relationships to the existing buildings on E. Reed Avenue are addressed through the site

planning and building design. By stepping the building down to the existing residences, the development is respectful of the surrounding context. The current proposal contains many of the elements recommended within the plan as they relate to site use and design, scale, massing, and provision of on-site affordable housing units.

B. Rezoning Request

Purpose of Rezoning

Per the guidelines of CDD#7, the preferred land use on the north side of E. Reed Ave is residential townhouse or stacked townhouse. The CDD applies the underlying RB/Townhouse regulations along Reed Avenue, which limits height to a 45-foot maximum and density to 27 units/acre, provided that 10% of the units are affordable. Within the Plan, the collection of parcels along the north side of E. Reed Ave was specifically called out as potential locations for future redevelopment.

The lots along E. Reed Avenue, not including the City-owned corner parcels, have a 25' building restriction line. When combined with the height and density limitations of the CDD and RB zone, this would only permit single-family or townhouse construction, which is not an ideal use for a street that carries the volume of Route 1, and would be greatly out of scale for the height and density of the development planned for Potomac Yard.

Compliance with Rezoning Criteria

The City Council adopted a policy to help guide staff and applicants when considering a rezoning request. These criteria are used when considering if an application can proceed without a master plan study for the area.

The five criteria include the following:

1. *Consistency with Small Area Plan*
   The application is consistent with the intent and goals of the Potomac West Small Area Plan as it is providing affordable residential units at a scale that protects the existing residential neighborhoods, while providing ground-level useable open space.

2. *Consistency with Type of Area*
   The Potomac West area is typified by a variety of commercial buildings on major corridors and stable residential neighborhoods. This project is replacing an empty lot and older small-scale residential with a new affordable multi-family residential building. This proposal is similar in mass and scale to the existing multi-family residential units in at the Preston Condominium and Townhomes, and The Reserve at Potomac Yard. Overall the residential uses proposed are appropriate given the proximity to similar uses.

   The proposed building height is consistent with the area and utilizes the site topography and building step backs to integrate into the surrounding area. The proposed building is set back 25 feet from E. Reed Avenue, which matches the setback at the Preston. The

tallest portion of the building is closest to Route 1, and steps down to the existing residential neighborhood. When paired with the Preston Condo building, these multifamily buildings will provide a gateway to the residential neighborhood and provide a reasonable buffer to the height and density approved for the Potomac Yard redevelopment.

3. *Isolated Parcel*
   The Preston, a condominium and townhouse project located directly across E. Reed Avenue was approved in April 2002. It is a similar size and scale as a 106,846 sq. ft. building on 1.1 acres, with 53-condos and 10 fee-simple townhomes. As part of the approval, the land was rezoned to CRMU-M, which permits a maximum FAR of 2.0 with a special use permit. Other parcels along this stretch of Route 1 are long established uses, including the Preston, The Reserve at Potomac Yard, and Alexandria Toyota, which are not envisioned to redevelop in the near future.

   Staff considered changes to the surrounding area that have taken place since the CDD guidelines were put in place, including development of The Preston and the small area plans that have been developed in the last several years for North Potomac Yard. Based on these new and planned projects, staff feels that the scale and character of the proposed AHC project is appropriate for this site.

4. *Status of Planning for Area*
   The Potomac West Small Area Plan remains the governing document for the area with no future planning studies in this area slated to begin within the next several fiscal years. While more recent plans have been approved for North Potomac Yard across Route 1, no new guidance was given for land on the west side of Route 1. While there has been some discussion among staff and the community about such a plan, there is no anticipated date for the initiation of such a study.

5. *Application's Consistency with City Goals*
   In addition to being consistent with the vision in the Potomac West Small Area Plan, this proposal meets goals articulated in other City policies, including those related to affordable housing, green building and economic sustainability.

C. Consistency with Special Use Standards

Similar to the goals of the Master Plan and rezoning criteria, the Zoning Ordinance provides guidance on requests for increases in FAR in the CRMU-M zone. The proposal includes a request for approval of a special use permit to increase the Floor Area Ratio (FAR) to 2.5 for a residential proposal and by an additional .5 for the provision of affordable housing – for a total FAR of approximately 2.5. Based on the compatibility of the design and uses of the proposal with the existing neighborhood context, staff supports the request for additional FAR.

Section 5-209 of the Zoning Ordinance stipulates several criteria for the approval of such a special use permit. The criteria include:

- Compatibility of the uses and how they are functionally integrated;

- The design of the project and compatibility with the neighborhood;
- The inclusion of site amenities and encouragement of pedestrian use;
- The distribution of floor area ratio so that the mass and scale of the building does not overwhelm and is compatible with the neighborhood; and
- The mix of uses is not predominantly commercial.

The additional density is well-designed to utilize setbacks, materials, landscaping and massing to integrate with the existing buildings. Amenities such as the open space setback and new street trees will promote a pedestrian connection from the neighborhood into Potomac Yard. The larger components of the building are massed towards Route 1 to define the intersection and give weight to the corner. The building's western end steps down towards the existing residential buildings.

Additional criteria are required to be met for the proposed increases in floor area ratio to 2.5 and reductions in required off-street parking as incentives for provision of low-and-moderate income housing, per Section 7-700 of the Zoning Ordinance. The applicant meets the City's criteria for income qualification and rent limitations, and is committed to meeting these at this location for a period of 60 years. Staff supports these Special Use Permit requests, and further discussion of these SUP's are provided in the Affordable Housing and Parking sections of this report.

D. Building Design and Sustainable Design

Building Design

The project consists of a 5-story building with 78 apartments and below-grade parking. The proposed building is designed by Bonstra Haresign Architects of Washington. The architecture is designed to be contemporary, but to also relate to local and regional architectural context. The design addresses the intersection of E. Reed Avenue and Route 1, with a more industrial approach on Route 1 and a more residential scale on E. Reed Avenue. The overall mass of the building along E. Reed Avenue is broken down into a residential scale, established with a rhythm of overlapping layers, including a reference to the "townhouse" typology. At the west side of the site, the height of the building steps down to three stories to reduce the visual impact on the surrounding residential neighborhood.

The primary materials being proposed by the architects include *shot blast* concrete masonry units (CMU), brick, cementitious panel, metal panel, and glass. *Shot blast* CMU is similar to split-face CMU, but with a smoother, more granite like finish. This blending of traditional and modern building materials will create a smooth transition between the residential character to the west and the more modern mixed-use character of Potomac Yard to the east. Staff is satisfied with the quality of the design and will continue to refine the design details throughout the final site plan process.

Sustainable Design

The building will be consistent with the City's Green Building Policy. The placement of a multi-family residential building within an existing urban environment, with proximity to transit,

existing utilities and roads, is in-of-itself an environmentally sustainable decision. The applicant plans to utilize green building and sustainable design techniques to achieve certification for multifamily residential through the EarthCraft Virginia green building program. Green building elements being considered include:

- Energy Star rated appliances and windows
- High efficiency lighting
- Low-flow water fixtures
- Third party testing to confirm no duct leakage
- High SEER (Seasonal Energy Efficiency Ratio) HVAC units

E. Affordable Housing

The proposed project represents a partnership between the City and AHC, Inc. (AHC) to bring a 78-unit new construction affordable housing project to the City. AHC is a 501(c) (3) nonprofit housing development entity that has developed or preserved more than 5,000 units of affordable and workforce rental housing in Arlington County, Fairfax County, Baltimore, Richmond and the Virginia Tidewater region since 1975. AHC has been designated an "experienced affordable housing developer" by the Virginia Housing Development Authority (VHDA) for its proven success in developing, financing, and operating sustainable tax credit funded properties, including both new construction and preservation/rehabilitation of existing complexes. In addition to managing its own rental portfolio, AHC also operates a robust resident services program and provides third party property and asset management services.

The proposed development would be AHC's first project in the City of Alexandria. This project is located on the 100 block of E. Reed and will include 78 apartments, comprised of one-, two- and three-bedroom units. The project rents will be affordable to households with incomes at or below 60% AMI (e.g., $64,500 for a four person household) with an affordability period of 60 years. In order to complete the project, AHC will assemble eight individual parcels along East Reed Avenue, including one owned by the City. AHC has already purchased one of the required privately owned parcels (from an seller who was unable to wait until AHC completes the land approval and LIHTC application processes in 2013), and it has provided payments to the owners of the remaining parcels to retain purchase options until entitlements and tax credit funding are secured.

It is noted that, as the developer and City staff have presented the project concept to neighboring civic associations and community groups (Lynhaven, Hume Springs, The Preston Condo and Townhome Association and Arlandria Advisory) over the past year, the affordable housing element of the project has been favorably reviewed by all as an asset to the City as well as the immediate neighborhood.

Financing

The total development cost of this project is estimated to be approximately $24.5 million. Sources include Low Income Housing Tax Credits (LIHTC), private lender and/or VHDA permanent financing, a City loan, and an AHC deferred development fee. AHC plans to apply

for competitive tax credit equity during the Spring 2013 application cycle which, if awarded, would provide approximately half of the project's development funding. In addition, AHC estimates it will be able to finance approximately $8 million which would leave a financing gap of approximately $4.2 million. To fill this gap, AHC will defer 50% of its development fee and has requested a loan totaling $2.5 million from the City's Housing Opportunities Fund (HOF). At some future date, AHC may also buy out the City's stake in the partnership.

AHC's $2.5 million loan request from the City's HOF represents approximately ten percent of the total development cost of the proposed project which equates to $32,467 per unit. In return for this investment, the City will receive 78 units of rental housing that will be affordable to households at or below 60% AMI for a period of 60 years. If approved, the City's loan will carry a two percent interest rate and will be paid on a residual receipts basis, which is typical for affordable housing loans. AHC's pro forma for this project shows that that the project will generate sufficient cash flow to begin making payment in the first year of operation and will be fully repaid by Year 30. In addition, the current pro-forma shows sufficient cash available from operations buy out the City's partnership stake, following the expiration of the initial tax credit period (around Year 16).

The City Council approved a forgivable predevelopment loan of $250,000 for this project in September. This approval allowed AHC to move forward with the development of the project design, complete architectural, engineering and environmental studies and reports, and conduct the necessary due diligence to assure the viability and long term sustainability of the proposed development. In the event the project does not secure all necessary approvals (City loan, land use approvals, and Low Income Housing Tax Credits), the City has agreed to forgive $250,000 predevelopment loan. However, if the project goes forward, the predevelopment loan will become part of the total $2.5 million loan and will be fully repaid as described above.

Partnership

The parcels located at the corner of E. Reed Ave and Jefferson Davis Highway are City owned. The City has agreed to enter into a public-private partnership with AHC so that it can actively participate in the development and ongoing governance of the proposed East Reed project. This collaboration is formalized in a partnership agreement that, if approved, would make the appropriation of the parcels the City's equity share in a City-AHC, Inc. partnership and complete the proposed development's land assemblage. After the initial tax credit period (approximately 15 years after project completion) at which time the development is well-established, AHC, Inc., would have the option to buy out the City's partnership share for a price that is approximately equivalent to the current fair market value of the 3600 parcels today (estimated around $720,000, exclusive of potential environmental remediation cost sharing).

F. Section 9.06 Review

The City Charter requires that the Planning Commission review and approve at a public hearing any acquisition or sale of public land and any change in streets, squares, parks, public buildings or spaces in order to ensure that any such acquisition, sale or change is consistent with the City's Master Plan. In this case, the City proposes to partner with AHC, by appropriating City-owned

land and, through the provision of financial support, to facilitate the construction of a significant number of new apartment units that will be guaranteed to remain affordable for households with income up to at 60% of the AMI for a period of not less than 60 years.

G. Fiscal Impact

Staff has analyzed the benefits of having an affordable housing project in this location. AHC's plan for low income housing tax credit financing will leverage multiple non-City sources, including investment from AHC itself. With its proximity to public transportation and jobs, and the anticipated development across Route 1 in North Potomac Yard, AHC's development proposal appears to offer an excellent opportunity to secure affordable housing, with minimal City financial support, in an area that will soon redevelop in a way that would likely make such a project unfeasible in the future due to escalating land values. If AHC can secure the various City approvals needed no later than mid-February it will be submitting an application for 2013 low income housing tax credits to VHDA in March. If the project receives tax credits, the $250,000 predevelopment loan will be consolidated into a total City loan of $2.5 million. If it does not receive the credits, the predevelopment loan will be forgiven and no other City funds will be advanced.

H. Open Space

The CRMU-M zone requires residential developments to provide a minimum of 40% open and useable space. The project provides 41% of landscape and hardscape space, through a combination of landscaped areas around the perimeter of the building. The parking garage extends across the entire footprint of the site, but there is a required 25’ building setback from E. Reed Ave. The garage “roof” in this area has been landscaped with a series of planters and terraces that create an attractive buffer between the building and the sidewalk for the length of the building. Another ground-level green “roof” exists at the north side of the building in a 19’ x 210’ planting area. Finally, a landscaped 10’ buffer is provided at the west end of the property to mitigate some of the impacts of the building’s height next to the duplex to the west. While this area remains the property of AHC, it will be made available to the owner of 112 ½ East Reed for their use.

The open space also includes two paved terrace spaces that can be used by residents of the building for passive recreational activities. The first terrace is located on the roof on the third level at the western end of the building. This terrace will be about 1,600 square feet and is designed to include areas for planting and a trellis to provide shade. The second is a ground level terrace, shown in the plan set near the intersection at Route 1 and E. Reed Avenue. The applicant is contemplating shifting the terrace space, and the associated activity room, to a new location, located mid-block along E. Reed Avenue. Staff supports this change as it would make better use of an area of space that had previously been contemplated as storage and, by shifting the stair tower, would permit the possible addition of one more residential unit and one more parking space. The final design of the terrace, as well as minor changes to the unit layout, will occur during the final site plan review process.

I. Pedestrian and Streetscape Improvements

Pedestrian Improvements

The pedestrian environment will be significantly enhanced along both the E. Reed Avenue and Route 1 frontages. The existing conditions along Reed Avenue include a narrow 4-foot wide sidewalk interrupted by six driveway aprons. A 2 ½-foot planting strip exists between the sidewalk and street curb which is devoid of any trees and is too narrow to add any new trees. The Route 1 frontage has a 6-foot wide sidewalk abutting the street curb and no planting strip.

The proposed enhancements to E. Reed Avenue will include a 6-foot wide sidewalk with one driveway crossing the sidewalk to provide vehicular access to the building. Due to the limited public right-of-way, space is not available for a planting strip for street trees. However, street trees will be provided in a five foot wide planting area adjacent to the walk on the building side of the sidewalk. The removal of five of the existing curb aprons will allow for on-street parking along much of the E. Reed Avenue frontage. This on-street parking will provide a buffer between moving traffic and the sidewalk, thereby creating a more pleasant pedestrian environment.

Streetscape improvements along Route 1 will include a 6-foot sidewalk and a 6-foot wide planting strip along the northern part of the Route 1 frontage. A planting area will provide a buffer between the building and the sidewalk in this area as well. At the southern end of the Route frontage, approaching the intersection with E. Reed Avenue, the sidewalk widens to create the primary pedestrian access to the building. In the event Route 1 is widened to allow for a right-turn lane, the streetscape will be adjusted by shifting the sidewalk closer to the building while still maintaining a small planting area adjacent to the building. A more detailed discussion of the right-turn lane follows.

J. Transportation and Parking

Route 1, located to the east of the project, is an arterial divided highway that serves north/south traffic through the City, as well as carrying a significant amount of regional commuter traffic. It is anticipated that traffic along the road will continue to increase. East Reed is a local street with pavement width of 36 feet, but also carries neighborhood commuter traffic, as it is one of a limited number of streets with direct signalized access between Mt. Vernon Avenue and Route 1.

Trip Generation

The project is projected to generate 24 AM peak hour trips and 31 PM peak hour trips at full residential occupancy. These traffic volumes are relatively minor when compared to traffic on the surrounding roadway network. For example, Route 1 carries over 3,000 vehicles in each of the AM and PM peak hours, and E. Reed Avenue carries over 350 vehicles in each of the AM and PM peak hours. The majority of trips, approximately 80%, are projected to travel to and from the east on Reed Avenue to access Route 1. A traffic analysis of the Route 1 and East Reed Avenue intersection indicates the overall Level of Service at the intersection, currently at Level

of Service D, will remain at Level of Service D post-development during both the AM and PM peak hours.

Transit

The site is currently well served by DASH and Metro buses, with bus stops immediately adjacent to the proposed project on both E. Reed Avenue and Route 1. The transit-rich location was one of the primary reasons that the developer was drawn to the project. This site has also been flagged as a potential expansion location for Capital Bikeshare.

The Route 1 Corridor Bus Rapid Transit (BRT) includes a planned station at the intersection of Route 1 and E. Reed Avenue, adjacent to the project site. Ultimately, the Route 1 Corridor BRT will provide connections between the Pentagon City and Braddock Road Metrorail Stations in a combination of dedicated and mixed-use lanes. In addition to the BRT, the location of the future Potomac Yard Metrorail Station, while still under investigation, is anticipated near the intersection of East Glebe Road and Potomac Avenue, also within close proximity to the site. Improved pedestrian and bicycle facilities are also anticipated as the remainder of Potomac Yard develops.

Right-Turn Lane

During the review of this project, residents and city staff considered the issue of whether the existing southbound curb lane on Route 1 should be extended to E. Reed Avenue as a right turn lane only. Currently, southbound Route 1 is three lanes through Crystal City until past Four Mile Run. Just before E. Reed Avenue, the curb lane merges into the center southbound lane with only two southbound lanes continuing beyond E. Reed Avenue. Because of existing buildings and limited right-of-way, the addition of a future third lane beyond E. Reed Avenue is unlikely.

The existing curb lane was an expansion that was built in conjunction with the Lincoln Apartments (now The Reserve at Potomac Yards), which are located immediately to the north of the subject property. The intent of this lane was to create a merge lane for motorists exiting the Lincoln Apartments and heading south on Route 1. However, due to the large volume of traffic on Route 1, merging into the two southbound lanes can be challenging. Motorists driving in this third lane and planning to turn on to E. Reed Avenue have to merge to the left into the center lane in order to make the right turn at E. Reed Avenue. In order to eliminate this concern, some neighbors have requested that the lane be extended to provide a turn only lane.

Extending the third turn lane would allow those motorists intending to turn right onto E. Reed Avenue to make the turn without having to merge to the left to go right, thereby reducing a problematic movement and potentially reducing some of the congestion associated with the current design. On the other hand, concerns have been expressed that creating a dedicated right turn lane could increase cut through traffic through the Lynhaven neighborhood, and motorists who don't realize they are in a turn lane may try to leave the lane at the last minute, adding to confusion. Additionally, this would require pedestrians to cross six lanes of traffic to reach Potomac Yard.

At the September 27, 2012, legislative session, City Council directed staff to study the right turn lane issue, independently of the development approvals and merits of City funding for the project, to conduct neighborhood outreach and to report back to Council with findings and recommendations in six months. To ensure that appropriate study of the issue can occur and that a right turn lane can be implemented in the future, if appropriate,, staff has worked with the applicant to set the proposed building far enough from Route 1 to allow for a future turn lane, should one be determined necessary (Attachment #4 - Illustrative Right Turn Lane Exhibit). Condition 40 requires that sufficient dedication of additional right-of-way for a public sidewalk and potential future turn lane be placed in reservation. The City Council will review the turn lane option in Spring 2013 and will make a final determination at that time. If Council recommends that a right turn lane is needed, it could be constructed in separate, but simultaneous, project with the new building, or it could be constructed at a later time. The reservation for a lane will be secured by an easement when the City parcel is appropriated into the AHC-City partnership.

Parking

Multifamily dwellings parked at the levels required by the Zoning Ordinance would have 1.30 spaces for each one bedroom unit, 1.75 spaces for each two bedroom unit, and 2.20 spaces for each three bedroom unit. Given the proposed unit mix of 15 one-bedroom, 51 two-bedroom and 11 three-bedroom apartments, plus the City standard of 15% visitor parking spaces the project would need to provide 155 parking spaces (2.24 spaces per unit)

The applicant proposes to provide 78 parking spaces in the on-site garage, which is one parking space per unit, including visitor parking. While this is a significant reduction, it is consistent with parking ratios of other recently approved development projects along Route 1 and elsewhere in the City. It is also consistent the goals of the City's Transportation Management Plan and Eco-City Policy to "right-size" parking and promote alternatives to single-occupancy vehicle trips. The Residential Parking Ratio in North Potomac Yard, which is across Route 1, is a parking maximum of 1.0 space per unit, with an added note that "visitor parking may be required by the City as part of the DSUP process".

The applicant has also provided information on parking supply and utilization at 18 of their other properties, which range from urban apartments to garden style units, with varying degrees of transit accessibility. The average parking supply provided at AHC properties is 1.05 per unit (including visitor parking). Parking occupancy surveys indicated that the average parking utilization rate in those 18 properties is 80% which equates to a utilization based ratio of .84 space per unit. The Jordan, a recently completed 90 unit urban-style apartment developments near the Ballston Metro, provides a parking ratio of .86 per unit. Only 51 of 77 available spaces are being utilized, which equates to a parking utilization based ratio of .57 space per unit. The numbers for these projects all include visitor parking.

Staff also conducted parking studies at affordable properties throughout the City, and found that the average parking supply provided for affordable housing units is about .9 per unit with an average parking utilization of 72%. This equates to a utilization based ratio of .64 space per unit. Based on this research, and parking research provided for other projects, staff believes that an adequate amount of parking is being provided at this project.

AHC proposes to charge for parking spaces at a rate of $35-40 per space per month, which is in keeping with their other new-construction properties. This is also in keeping with the City policy to minimize free parking opportunities to discourage single-occupancy vehicle trips in favor of utilization of nearby public transit options.

One of the ongoing community concerns has been how to ensure that building residents will park within the garage, rather than using on-street parking spaces. The Lynhaven Civic Association has requested that parking spaces be provided for free to building residents. Their reasoning is that that people would be more likely to park in the garage if the space was free, or, conversely, less likely to take advantage of free on-street parking if garage parking was also free. It is impossible to guarantee that all future residents will always park within the garage, just as existing residents with private garages cannot be required to use them at all times.

However, staff believes that if parking is priced reasonably, then there is enough of an incentive not to use surrounding on-street parking spaces. In addition, there are significant benefits to the structured garage, including covered parking sheltered from heat, rain or snow, increased security, and the convenience of an elevator directly to the residential floor. There will be four on-street spaces immediately adjacent to the project on E. Reed Avenue, and approximately five existing on-street spaces immediately across the street, in front of the Preston Condominiums and Townhomes. It is possible that some residents may use these spaces, but they would be available to all, and so never guaranteed.

All residential projects undergo a level of scrutiny from staff and existing residents as the new residents settle into the neighborhood. In this instance, because the City is a partner with AHC, there is greater opportunity to regularly review the parking situation to see how much of the on-site parking is being utilized. Staff has a long-standing relationship with the Lynhaven Civic Association and will continue to work with them to monitor the parking situation. A requirement in the partnership agreement for AHC and the City is that AHC, in consultation with neighbors and tenants, will provide a review of the parking utilization within the garage one year after full occupancy is achieved. If on-street parking is impacted or if the garage is not being used, additional incentives will be explored and implemented to promote greater use of the garage.

Transportation Management Plan (TMP)

The applicant has agreed to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). The SOV trip reduction goal for the site is 40 percent, which is an achievable goal considering the proximity to transit along Jefferson Davis Highway and the future High Capacity Transitway. To support such a goal, the applicants have agreed to initial yearly rates of $80.00 per residential unit.

The TMP will require an on-site coordinator to implement and oversee the TMP program and the parking management plan for the project. This position usually becomes a part of the rental management function. Specific elements of plan implementation include a discounted bus and rail fare media available to tenants for purchase on-site and distribution and display of

transportation options to tenants and employees. Specifics of the TMP for this project are outlined in Attachment 3.

K. COMMUNITY

The applicant and the City have maintained an ongoing discussion with the community, for the last year as the project has evolved, particularly the Lynhaven and Hume Springs civic associations. A list of the community meetings is below:

Community Meetings	
Saturday, October 22, 2011	Tour of the Jordan apartments
December, 2011	Lynhaven Civic Association
January 31, 2012	Arlandria Advisory Group
April 2, 2012	Lynhaven Civic Association
May 1, 2012	Preston Condo and Townhouse
September 10, 2012	Lynhaven Civic Association
October 1, 2012	Lynhaven Civic Association
October 4, 2012	Preston Condo and Townhouse
November 1, 2012	AHAC
November 15, 2012	Community Meeting
November 20, 2012	Hume Springs Citizens Association
November 29, 2012	Arlandria Advisory Group

Both associations, as well as the Arlandria Advisory Group, have been supportive of the project because of the provision of affordable housing and the high quality of the proposed development, along with AHC's ongoing commitment to the management and upkeep of the project. Issues discussed at the various meetings have included appropriate amounts of parks/active space, maintaining property values, traffic concerns, particularly on E. Reed Avenue during rush hours, on-street parking, and whether a right turn lane is necessary and desirable. Remaining concerns have been primarily focused to the potential impact on street parking within the neighborhood and whether there is a charge for parking.

V. CONCLUSION

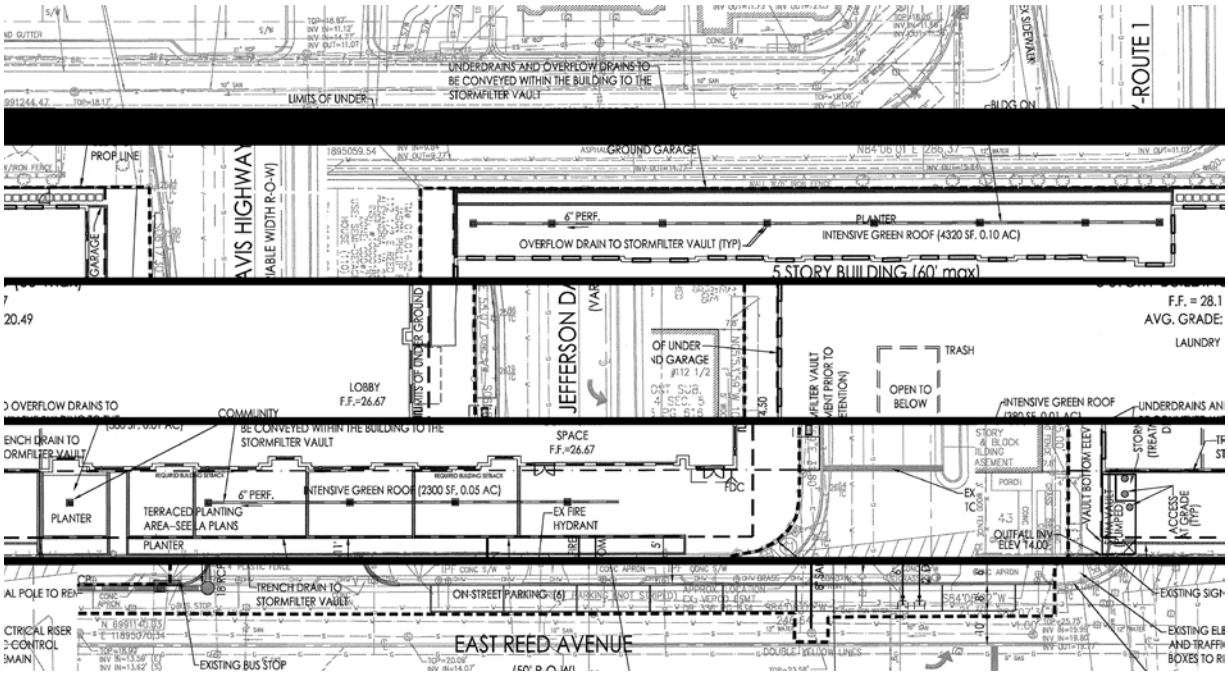
Staff recommends **approval** of the request to approve the rezoning, the Master Plan amendment, the Development Special Use Permit with site plan and the associated special use permits, subject to compliance with all applicable codes, ordinances and the following staff recommendations.

Attachments

1. Master Plan Amendment Resolution
2. Master Plan Amendment Updated Maps
3. Transportation Management Plan
4. Illustrative Left Turn Lane Exhibit
5. Illustrative Relocated Activity Room

VI. GRAPHICS

Site Plan



2 A2.1 1" = 20'-0"
LUNA PARK DRIVE (NORTH ELEVATION)

1 A2.1 1" = 20'-0"
REED AVENUE (SOUTH ELEVATION)

4 A2.1 1" = 20'-0"
WEST ELEVATION

3 A2.1 1" = 20'-0"
JEFFERSON DAVIS HIGHWAY ELEVATION

VII. STAFF RECOMMENDATIONS:

1. The Final Site shall be in substantial conformance with the preliminary plan dated October 24, 2012 and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:

   a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
   b. Install ADA accessible pedestrian crossings serving the site.
   c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
   d. Sidewalks shall be flush across all driveway crossings.
   e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
   f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES. *** (P&Z)(RP&CA)(T&ES)

B. OPEN SPACE/LANDSCAPING:

3. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
   a. Provide an enhanced level of detail for plantings throughout the site as determined during the review of the final site plan. 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. Foundation plantings shall be adequate to screen the base of the building on the south and west elevations of the building.
   c. Ensure positive drainage in all planted areas.
   d. 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.
   e. Provide detail sections showing above and below grade conditions for plantings above a structure.
   f. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)(RP&CA)

g. All sidewalks and driveways constructed above tree wells shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.

h. Identify the extents of any areas of tree wells within the sidewalk on the landscape and site plans.

i. Provide a plan exhibit that verifies the growing medium in street tree wells and all planting above structure meets the requirements of the City's *Landscape Guidelines* for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)

4. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.

a. Provide an exhibit that demonstrates 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 building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.

c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.

d. Install all lines beneath paved surfaces as sleeved connections.

e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration)(P&Z)(RP&CA)

5. Develop a palette of site furnishings in consultation with staff.

a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.

b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. (RP&CA)(P&Z)(T&ES)

6. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions and heights of all wall types. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

C. BUILDING:

7. Continue to work with staff on final details and refinements of the building design during the final site plan review. Provide the following building refinements and/or details to the satisfaction of the Director of P&Z:

a. Any ventilation locations and screening/louver design for the below grade garage shall be reviewed and approved.
b. No wall penetrations or louvers for HVAC equipment shall be located on the external elevations. All such equipment shall be rooftop-mounted or located such that it is not visible from the public right-of-way. No wall penetrations shall be allowed for residential kitchen vents. The kitchen vents shall be located where they are not visible from the public right-of-way. Dryer and bathroom vents on the exterior of the building shall be located in a logical pattern and be painted to match the building. * (P&Z)

8. Applicant shall explore relocating the terrace area further to the west with a separate door entry and glazing into the building. The design of these changes shall be determined during the final site plan review to the satisfaction of the Director of Planning & Zoning. * (P&Z)

9. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
   a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
   b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
   c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
   d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to wall check approval. ***
   e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)

10. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification with EarthCraft Virginia (or equivalent) for multi-family construction to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
   a. Provide evidence of the project's registration with EarthCraft Virginia (or equivalent) with the submission of the first final site plan.*
   b. Provide evidence of submission of materials for Design Phase credits to EarthCraft (or equivalent) prior to issuance of a certificate of occupancy. ***
   c. Provide evidence of submission of materials for Construction Phase credits to EarthCraft Virginia (or equivalent) within six months of obtaining a final certificate of occupancy.

d. Provide documentation of Certification from EarthCraft Virginia (or equivalent) within two years of obtaining a final certificate of occupancy.

e. Failure to achieve EarthCraft Virginia (or equivalent) for multi-family residential projects will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)

11. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)

12. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)

13. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at Http://www.epa.gov/WaterSense/pp/index.htm. (T&ES)

14. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

D. SIGNAGE:

15. Design identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z.

    a. The identification sign(s) shall be designed of high quality materials and sign messages shall be limited to logos and names.

    b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)

16. Monument signs and internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

17. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate 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)

E. HOUSING:

18. The developer shall provide 78 units of dedicated affordable rental units that shall include a mix of one, two, and three bedrooms. (Housing)

19. Rents payable for all units shall not exceed the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income. Rents shall remain at the established affordable rates for a period of 60 years from the date of initial occupancy of each unit. The owner shall re-certify the incomes of such households annually. (Housing).

20. Applicants receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility. (Housing)

21. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 60-year affordability period. (Housing)

F. PARKING:

22. Locate a minimum of 78 parking spaces in the below-grade garage for residents. Any remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)

23. Provide 10 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

24. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
    a. Implement incentives as part of this parking plan to maximize the use of the parking garage by residents of the building.
    b. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents and visitors.
    c. Include a plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
    d. Within 18 months of 90% occupancy of the rental units, a review of the parking management will be required to determine that the parking is being managed as agreed to. Changes to the parking management plan may be approved administratively by the Directors of T&ES and P&Z. * (P&Z)(T&ES)

25. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. * (P&Z)(T&ES)

25a. **CONDITION ADDED BY PLANNING COMMISSION.** A separate fee shall not be charged for parking a car in the garage of the proposed building. In the event that not charging a parking fee becomes a serious issue, then the applicant may come back and request a change to this condition. (PC)

G. TRANSPORTATION MANAGEMENT PLAN:

26. A Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #3 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

27. These Transportation Management Conditions 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 the TMP conditions shall be operated in conformity with such conditions, and failure to so operate shall be deemed grounds for revocation of such approvals, after notice and hearing, by the City Council. (T&ES)

28. 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. (T&ES)

29. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language. (T&ES)

30. The applicant may integrate into a District Transportation Management Program when it is organized, including the Potomac Yard TMP across Highway 1. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in a District TMP. (T&ES)

31. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the

coordinator will be provided to the City at the time, as well as 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. ** (T&ES)

32. An annual TMP fund shall be created based on the TMP reduction goal of 40% of residents not using single occupant vehicles, based on the projects' size and the benefits to be offered to participating residents. The annual fund rate for this development shall be $80.00 per residential unit annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.

33. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or 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. (T&ES)

34. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. The TMP Coordinator or Association will also be responsible for submitting the Parking Management Plan reports as required in the Parking Management Plan condition herein. (T&ES)

35. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

H. BUS STOPS AND BUS SHELTERS:

36. Relocate the existing stop on East Reed Avenue adjacent to the site, to the east on East Reed Ave near the intersection with Route 1 and make the relocated bus stop ADA compliant. ADA compliance includes:
    a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch

basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.

b. Create a "No Parking, Bus Stop Zone" on East Reed Avenue for the bus stop. The no parking zone shall extend on East Reed Avenue 120 feet from the existing Route 1 curb line. (T&ES)

37. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant. The relocated bus stop on East Reed Avenue shall include a City approved bus stop bench, Victor Stanley RB-28, 6 foot, black finish. The final bus stop bench design shall meet City standards and the approval of the Director of T&ES. (T&ES)

38. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
    a. Located to avoid conflict with vehicles, specifically:
        i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
        ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
    b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
    c. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
    d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
    e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

I. SITE PLAN:

39. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)

40. Submit the plat of consolidation and all applicable easements and/or dedications prior to the final site plan submission. This plat shall include dedication of additional right-of-way for a public sidewalk and potential future turn lane to extend from the existing

property line to the limits of the below grade parking garage. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)(T&ES)

41. A copy of the recorded plat, dedication, and deeds shall be submitted with the first request for a building permit.** (P&Z)

42. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utilities in dedicated open space areas.
    d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (RP&CA)(P&Z)(T&ES)

43. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA 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 including site, landscape, pedestrian, sign(s) and security lighting.
    d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
    e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
    f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
    g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
    h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
    i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
    j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.

k. The lighting for the underground parking garage shall be an average of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
l. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

44. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

45. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

J. CONSTRUCTION:

46. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)

47. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
a. Include a plan for temporary pedestrian and vehicular circulation;
b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
c. Include the overall schedule for construction and the hauling route;
d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)

48. Provide off-street parking for all construction workers without charge to the construction workers. 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 a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. 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 for the 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 five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)

49. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

50. No major construction staging shall be allowed within the public right-of-way on Jefferson Davis Highway (Route 1) or East Reed Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

51. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop on East Reed Avenue a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Transit Services Division. (T&ES)

52. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)

53. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection 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)

54. 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. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

55. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

56. Identify a person who will serve as a 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/or RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)

57. Implement a waste and refuse control program during the construction phase of this development. 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 Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

58. Temporary construction and/or on-site 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 final certificate of occupancy permit. *** (P&Z)

59. Submit a wall check prior to the commencement of construction of the first floor above grade 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 P&Z prior to commencement of framing. (P&Z)

60. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)

61. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

62. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative,

an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

K. SOLID WASTE:

63. Provide $1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. * (T&ES)

L. STREETS / TRAFFIC:

64. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then 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, Transportation and Environmental Services. (T&ES)

65. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

66. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)

67. 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)

68. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

69. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

M. UTILITIES:

70. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

N. WATERSHED, WETLANDS, & RPAs:

71. The storm water collection system is located within the Four Mile Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

O. BMP FACILITIES:

72. 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)

73. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)

74. 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)

75. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

76. 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)

77. 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)

78. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)

79. 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. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

P. CONTAMINATED LAND:

80. 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 Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

81. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

82. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:

    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.

b. Submit a Risk Assessment indicating any risks associated with the contamination.
c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

Q. NOISE:

83. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

84. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)

85. All exterior building mounted_loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

R. AIR POLLUTION:

86. 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)

S. ARCHAEOLOGY:

87. Call Alexandria Archaeology immediately (703-746-4399) 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. The language noted above

shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

88. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

T. DISCLOSURE REQUIREMENTS:

89. Present a disclosure statement to potential tenants disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
    a. That Jefferson Davis Highway (Route 1) is a major arterial and that future traffic is expected to increase significantly as development along Jefferson Davis Highway continues. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

C -1. As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)

C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

R-1. Staff recommends that in any loan or grant approval with AHC, INC., memorialize the desire to maximize use of the on-site parking garage through incentives.

R-2. It is recommended that retaining walls, any outdoor seating and the plaza space be designed to deter unwanted sleeping and skateboarding.

Transportation and Environmental Services

F - 1. As a result of traffic concerns, the proposed new bus stop at Southbound Route 1 and Reed Avenue is not feasible. As noted herein, the stop shall be relocated 100 feet to the east. (T&ES-Transit)

F - 2. Correct overlapping text with the Final 1 site plan to improve clarity of the plan. (T&ES-Site Plans)

F - 3. The project site lies within Four Mile Run Watershed, Zone C thus stormwater detention is not required. (T&ES-Engineering)

F - 4. Sheet C-7: Provide the pre and post runoff quantities for the 2yr, 10yr, and 100yr storm events using the rational method and a runoff coefficient of 0.70 for the green roof in the post development condition. (T&ES-Engineering)

F - 5. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address: http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf

F - 6. 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 - 7. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 8. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 9. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be 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 D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 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 - 10. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, 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); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals 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 - 11. 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 - 12. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm 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 - 13. No water main pipe shall pass through or come in contact with any part of sanitary / storm 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 - 14. 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 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm 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 - 15. 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 - 16. 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 - 17. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 18. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 19. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (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 (AZO) 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 form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3 Per the requirements of Article 13-113 (d) of the AZO, 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. (T&ES)

C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities, after October 15, 1971, shall be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the

ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer 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 (AZO). (T&ES)

C - 7 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. The memorandum is available at the following web address of the City of Alexandria (T&ES)

http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20 (02-07).pdf

C - 8 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 City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

C - 9 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, 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)

C - 10 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.

C - 11 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

C - 12 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

C - 13 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 14 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 - 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 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (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, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 22 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 - 23 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction,

treatment of the water quality volume default and stormwater quantity management. (T&ES)

C - 24 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 25 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall 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)

VAWC

1. The location of the existing 12" pipe on Reed Avenue does not match our as-built sketch (attachments provided to engineer). Please re-survey this pipe, and ensure all water valves are connected to a pipe.
2. In front of house units 41 and 43, the proposed storm pipe is in conflict with the existing water meters. Please annotate the horizontal clearance, and advise whether to relocate these meter boxes.

Fire Department

R - 1. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided.

Code Administration (Building Code)

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plan Review Supervisor at ken.granata@alexandriava.gov or 703-746-4193. (Code)

C-2 A separate tap is required for the building fire service connection.

C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-4 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof.

C-5 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the

availability of roof access from the stairway for the fire Department. This requirement must be addressed to the satisfaction of the Fire Official.

C-6 A soils report must be submitted with the building permit application.

C-8 Building Code Analysis: The following minimum building code data is required on the drawings: a) use group, b) number of stories, c) construction type and d) tenant area.

C-9 The applicant must obtain a Certificate of Occupancy prior to occupancy (use) of the structure.

C-10 The structure contains mixed use groups and is subject to the mixed use and occupancy requirements of the USBC.

C-11 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-12 Accessible parking spaces for apartment and condominium developments 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 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.

C-13 Toilet Rooms for Persons with Disabilities:
(a) Water closet heights must comply with USBC 1109.2.2
(b) Door hardware must comply with USBC 1109.13

C-14 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2).

C-15 Required exits, parking, and facilities shall be accessible for persons with disabilities.

C-16 Where appliances are located < 10' from a roof edge or open side with a drop > 24", guards shall be provided (USBC 2801.1)

C-17 Mechanical ventilation for motor vehicle exhaust is required (USBC 2801.1)

C-18 The required mechanical ventilation rate for air is 1.5 cfm per square foot of the floor area (USBC 2801.1). In areas where motor vehicles operate for a period of time

exceeding 10 seconds, the ventilation return air must be exhausted. An exhaust system must be provided to connect directly to the motor vehicle exhaust (USBC 2801.1).

C-19 Electrical wiring methods and other electrical requirements must comply with ICC Electric Code 2006 for commercial repair garages of automobiles

C-20 The developer shall declare on the plans if the parking structure is considered a public parking structure complying with Chapter 4 of the USBC or an open parking structure. If the structure is declared as an open parking structure, the developer shall submit information detailing how the structure meets the openness criteria. If the structure is declared a public parking structure, the plans shall reflect required water and sewer lines, FDC's and oil / water separator locations.

C-21 All signs shall conform to VCC Appendix "H" as amended

C-22 All sign applications shall include;

- Size and type of sign
- Method of attachment including number and type of fasteners
- Maximum projection, minimum height above grade, and whether the sign is illuminated or non-illuminated

C-23 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.

C-24 Roof drainage must not run toward adjacent property. If the footprint area of the addition: (1) exceeds the footprint area of the existing structure, or (2) the roof drainage of the existing structure is hard piped, or (3) the roof drainage from the addition will cause erosion or damage to an adjacent property, then run-off water must be hard piped (schedule 40 PVC pipe; (> 3" in diameter) to the storm, sewer, inlet box, building sub drain, street flume or curb.

C-25 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

C-26 The proposed security gates shall be equipped with an override system that opens the gates in the event of a power failure, activation of a siren, or through the use of a Knox Box key. These features shall be designed and installed to the satisfaction of the Fire Official.

C-27 Means of egress shall comply with USBC.

Demolition

C-1 Demolition, building and trades permits are required for this project. Six sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s)

C-2 Where a structure has been demolished or removed, the vacant lot shall be filled and maintained to the existing grade (USBC 3303.4).

C-3 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).

C-4 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property (USBC 3303.5).

C-5 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

C-6 A demolition permit is required for the proposed project (USBC 108.1).

C-7 Prior to the issuance of a demolition permit, a rodent abatement plan shall be submitted to Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

Police Department

Parking Garage Recommendations

R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

R - 2. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

R - 3. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

R - 4. The 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.

Miscellaneous

R - 5. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, 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 - 6. 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 open for air.

R - 7. 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.

Archaeology

C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:
* Condition must be fulfilled prior to release of the final site plan
** Condition must be fulfilled prior to release of the building permit
*** Condition must be fulfilled prior to release of the certificate of occupancy
**** Condition must be fulfilled prior to release of the bond

ATTACHMENT 1: MPA RESOLUTION

RESOLUTION NO. MPA# 2012-0006

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

WHEREAS, an application for amendment to the **Potomac West Small Area Plan** chapter of the 1992 Master Plan was filed with the Department of Planning and Zoning on **August 11, 2012** for changes in the land use designations to the parcels **114, 116/116 ½, 118/118½, 120 East Reed Ave and 3600 Jefferson Davis Hwy,** and,

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **December 4, 2012** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of **Potomac West Small Area Plan** section of the City; and

2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Potomac West Small Area Plan** chapter of the 1992 Master Plan; and

3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Potomac West Small Area Plan**; and

4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Potomac West Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

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

1. The following amendment is hereby adopted in its entirety as an amendment to the **Potomac West Small Area Plan** chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

a. Map 10: Proposed Land Use Map; to amend the land use map for the subject property from CDD (Coordinated Development District) to RH (Residential High).
b. Map 11: Proposed Zoning Map: to amend the zoning map for the subject property from CDD #7 to CRMU-M (Commercial Residential Mixed-Use Medium).
c. Map 13: Proposed Height Map; to amend the height map for the subject property from "the height to be determined by CDD" (45 feet) to 60 feet.

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

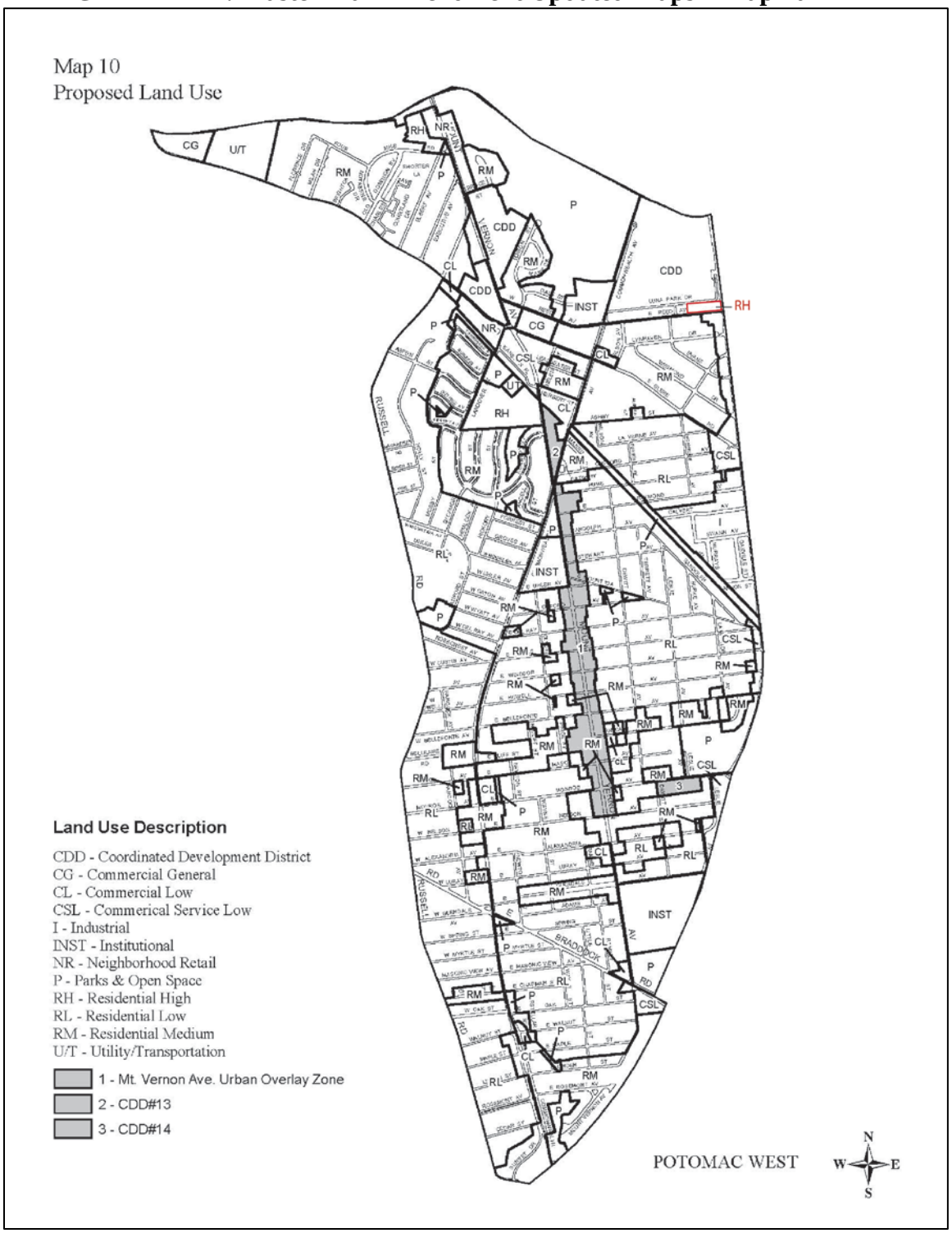
ADOPTED the **3th day of January, 2013.**

John Komoroske, Chairman
Alexandria Planning Commission

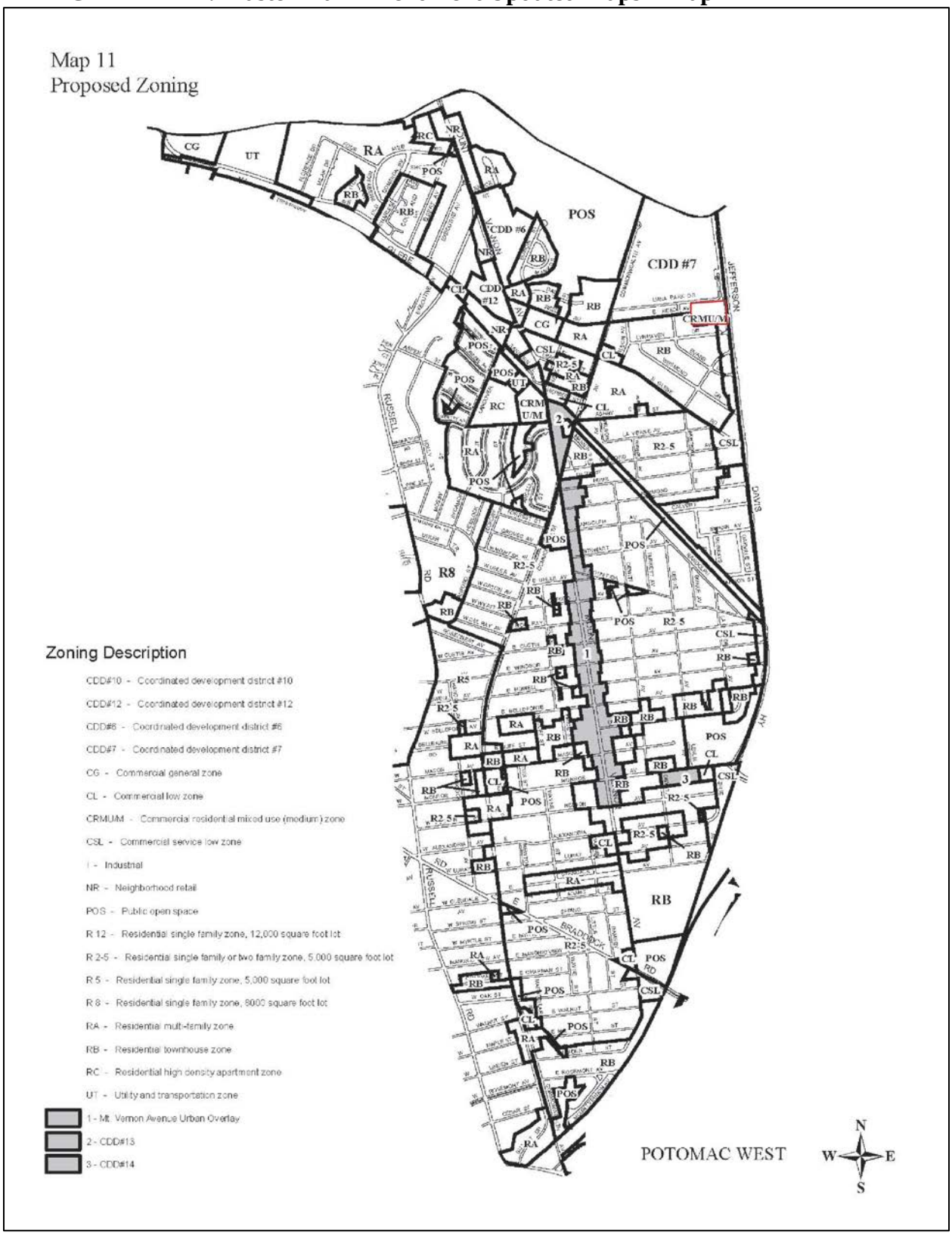
ATTEST:

Faroll Hamer, Secretary

ATTACHMENT #2: Master Plan Amendment Updated Maps – Map 10



ATTACHMENT #2: Master Plan Amendment Updated Maps – Map 11



ATTACHMENT #2: Master Plan Amendment Updated Maps – Map 13

ATTACHMENT #3: TRANSPORTATION MANAGEMENT PLAN

118 East Reed Ave Properties TMP SUP#2011-000028

The City requires this project to participate in the Transportation Management Plan Program. 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 as per the City's Transportation Master Plan.

The Transportation Management Program for 118 E. Reed Ave consists of six parts:

1) Goal and Evaluation of the TMP
2) Organization, Funding and Reporting
3) Transportation Management Plan Directives
4) Evaluation of the Effectiveness of the TMP
5) District Transit Management Program
6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

a. The development has a goal of 40% non-SOV trips during peak hour. The E. Reed Ave project site is adjacent to several DASH and Metro bus lines near the site Jefferson Houston Highway and E. Reed Ave, as well as a few blocks from the planned High Capacity Transitway.

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 to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.

b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a

work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.

d. The TMP Coordinator shall distribute an annual survey to all residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

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

	Land Use*
	Dwelling Units
East Reed Ave.	78

**As of November 5, 2012. Subject to change.*

b. The above development requires a Transportation Management Program (TMP). Such plan shall include the following elements:

i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email 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 residents.

iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed, 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 in the building and a

website with this information and appropriate links to transit providers will be provided and maintained.

iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.

v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.

vi. A carshare program may be established as part of the ridesharing and transit marketing efforts for the building. Parking spaces may 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 the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.

c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 40% of single occupant vehicles for residents, based on the project's size and the benefits to be offered to tenants. The annual contribution rate for this fund shall be $80 per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.

iii. Marketing activities, including advertising, promotional events, etc.
iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
v. Operating costs for adjacent bikeshare station.
vi. Membership and application fees for carshare vehicles.
vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, 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 walk, bike, transit and/or ridesharing programs and activities.

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 Coordinator, 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 Coordinator, and will be used in developing the 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. By linking evaluation to work planning, the TMP standards of performance could 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 E. Reed Ave project may integrate with a larger district level TMP program when it is organized, including the Potomac Yard TMP across Highway 1. No increase in TMP contributions will be required as a result of participation in a District TMP. 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. The conditions attached thereto as granted by City Council, unless revoked or amended, 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 heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.

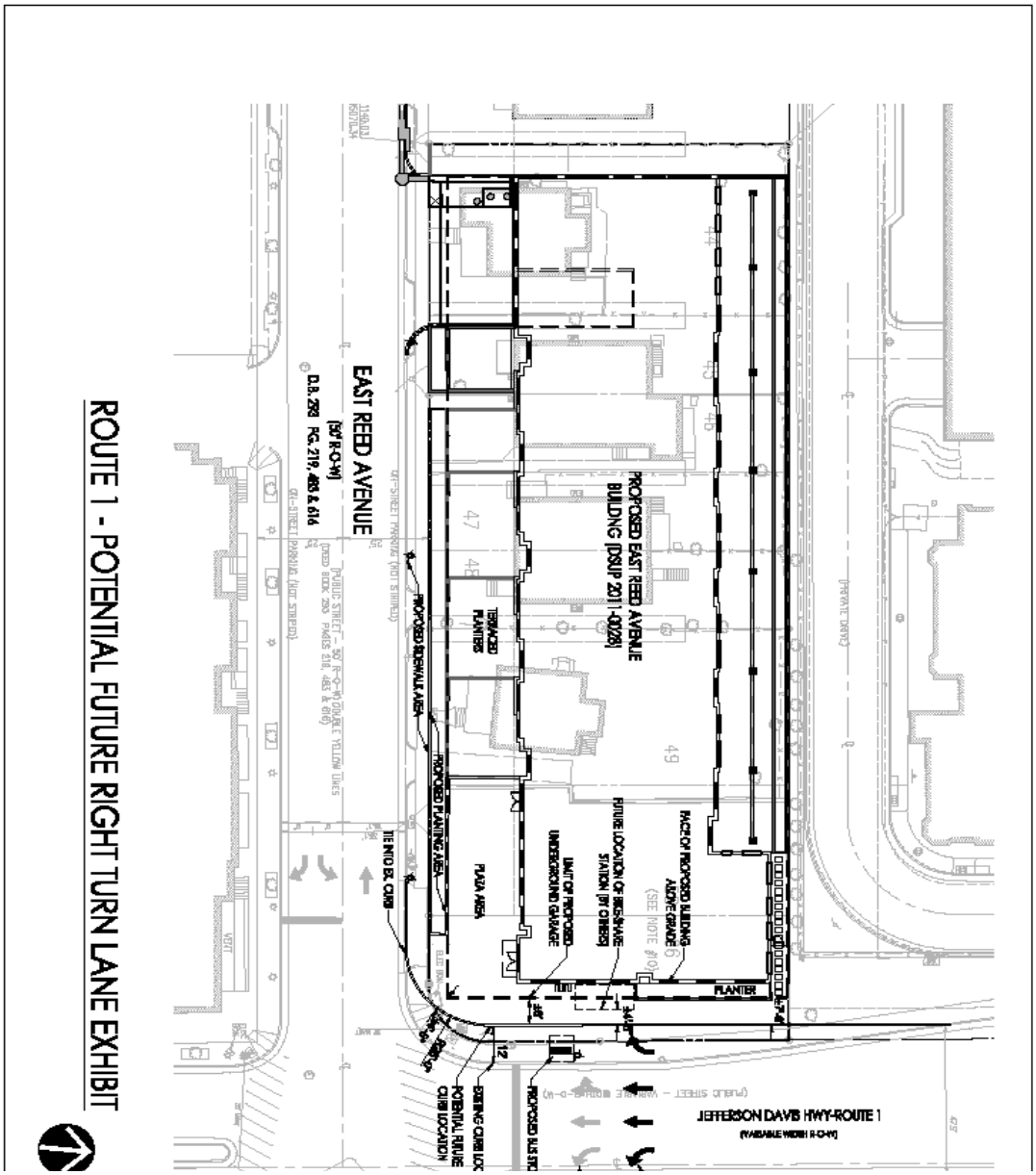
b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.

c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.

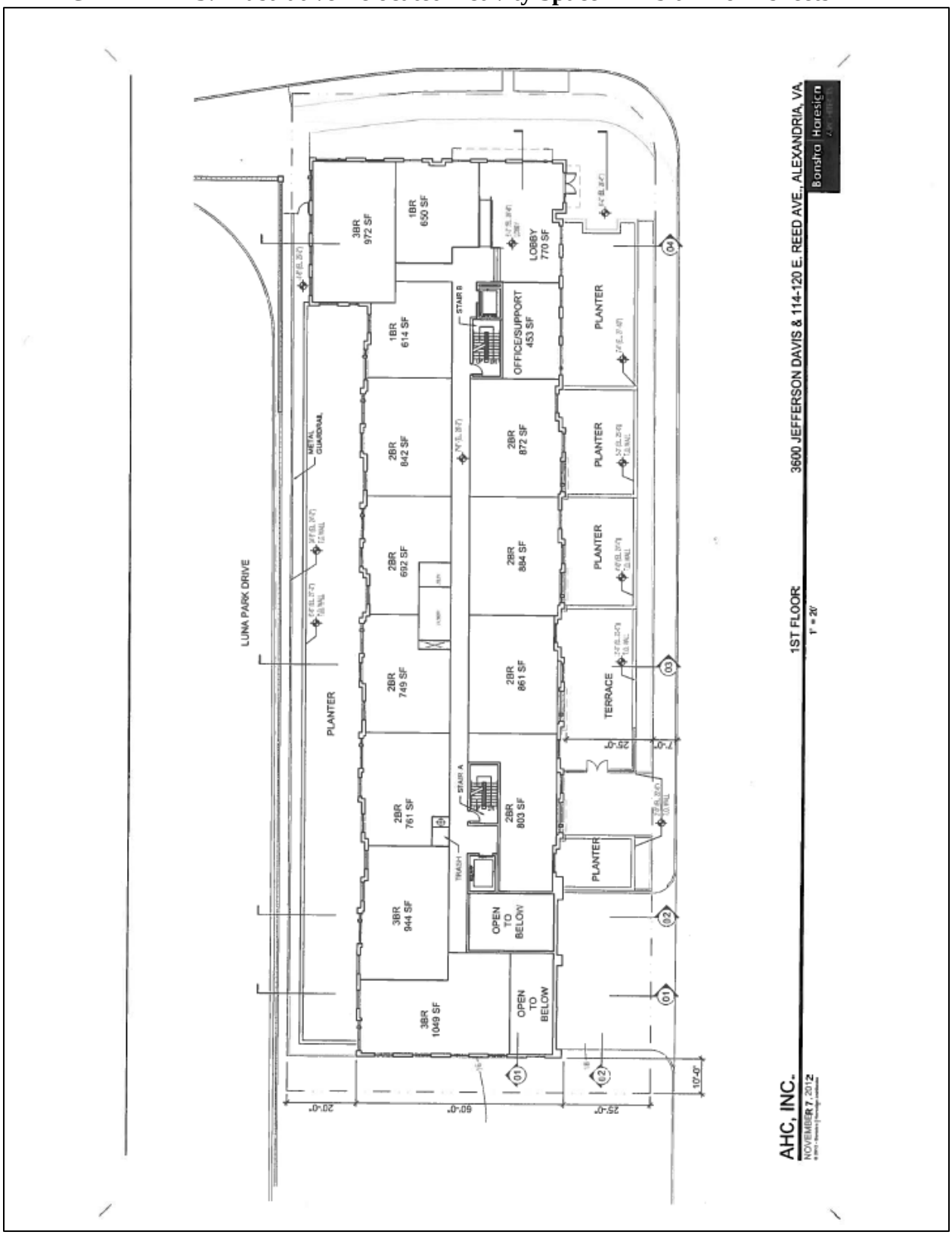
d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.

e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

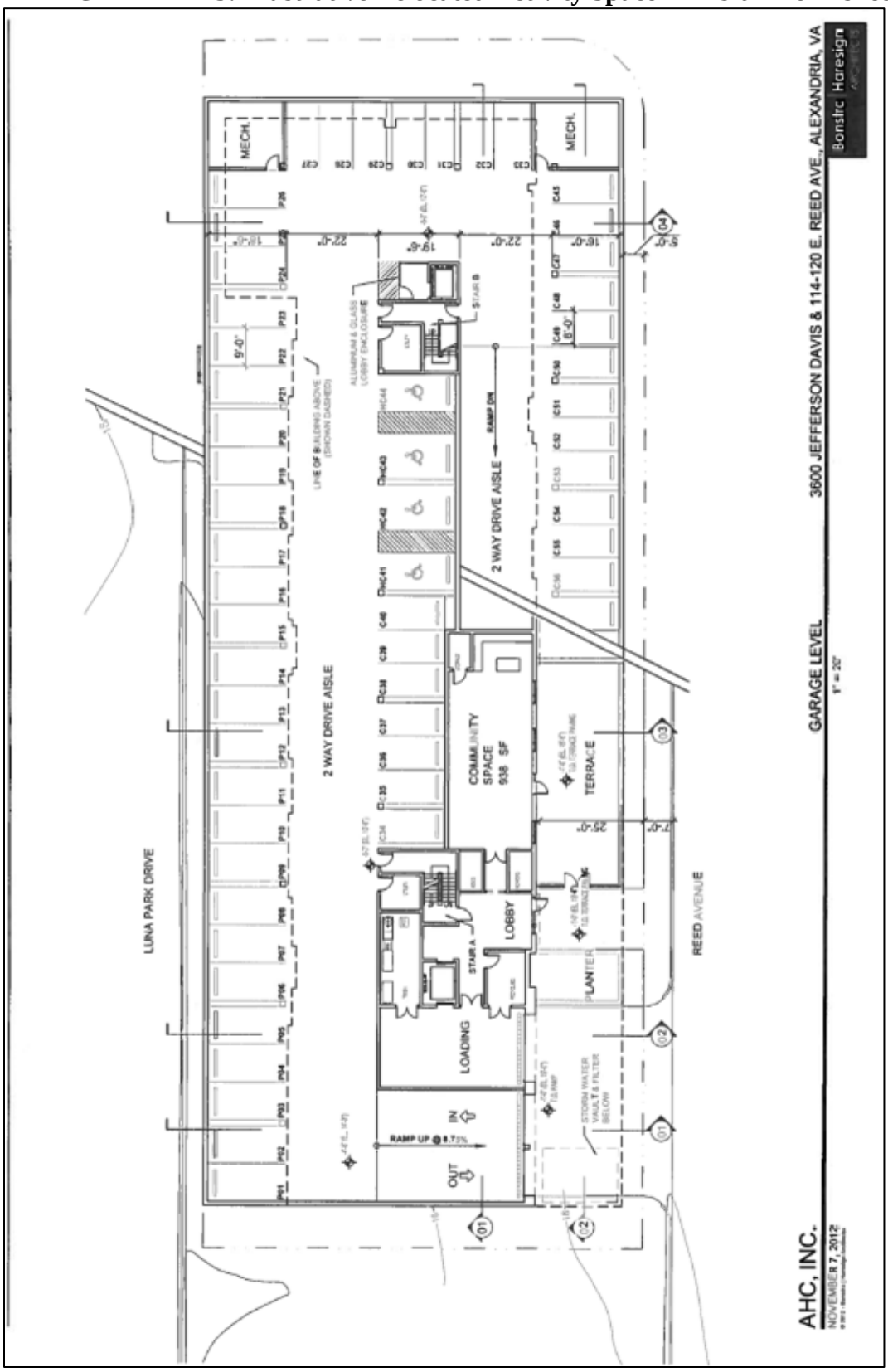
ATTACHMENT #4: Illustrative Left Turn Lane Exhibit



ATTACHMENT #5: Illustrative Relocated Activity Space Exhibit – 1 of 2 sheets



ATTACHMENT #5: Illustrative Relocated Activity Space Exhibit – 2 of 2 sheets



Land, Carroll & Blair PC
ATTORNEYS AT LAW, EST. 1978

H. CARTER LAND, III
F. ANDREW CARROLL, III
RICHARD S. MENDELSON
DUNCAN WARDMAN BLAIR
MARTIN J.A. YEAGER (VA, DC, & MD)

524 KING STREET
ALEXANDRIA, VA 22314-3104
703-836-1000
FAX 703-549-3335
WWW.LANDCARROLL.COM

December 10, 2012

BY U.S. MAIL
Maya Contreras
Urban Planner III
Office of Planning & Zoning
301 King Street, Room 2100
Alexandria, VA 22314

Re: AHC – East Reed Avenue

Dear Maya:

I am writing on behalf of our client, AHC in connection with its pending application for a Development Special Use Permit with Site Plan (DSUP #2012-0028) to be heard by the Alexandria Planning Commission on January 3, 2013 and the Alexandria City Council on January 12, 2013.

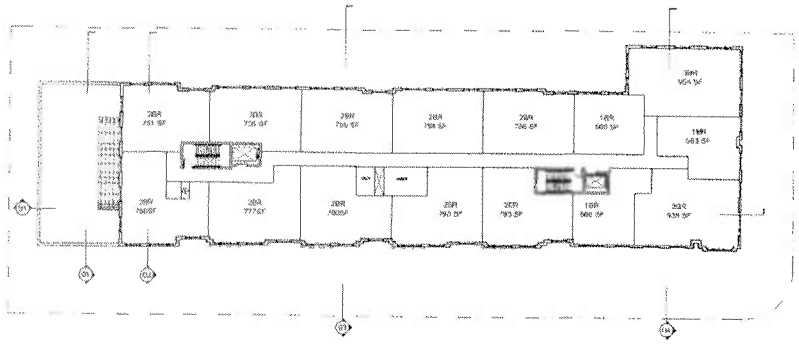
You had requested that certain modifications be made to the application in light of changes to the project that have occurred since it was originally filed on September 4, 2012 and revised on October 9, 2012. Please be advised that the number of dwelling units applied for in the original and revised application was 77 dwelling units. This letter is to amend the application to request approval for 78 dwelling units as well as 78 parking spaces. Attached hereto is the floor plan showing the additional dwelling unit as well as the garage plan showing the additional parking.

If you have any questions please do not hesitate to call.

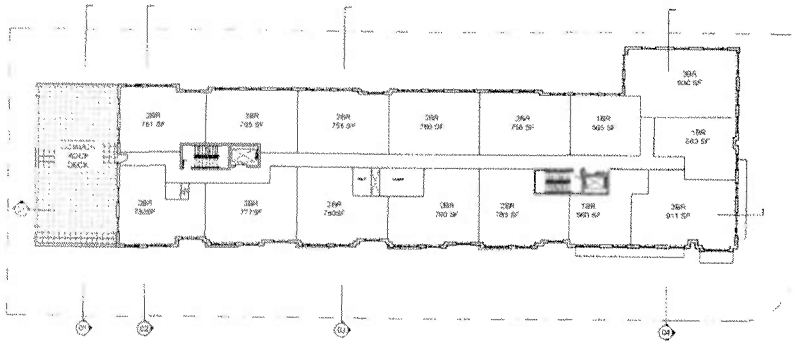
Best Regards,
LAND, CARROLL & BLAIR, P.C.

Duncan W. Blair

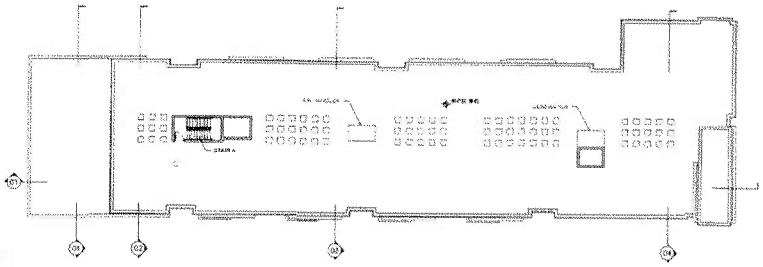
Enclosures



2 / A12 5TH LEVEL
1" = 20'-0"



1 / A12 4TH LEVEL
1" = 20'-0"



3 / A12 ROOF LEVEL
1" = 20'-0"

AREA NOT COUNTED IN FAR

APPROVED
SPECIAL USE PERMIT NO.
DEPARTMENT OF PLANNING & ZONING
DIRECTOR DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO.
DIRECTOR DATE
DATE RECEIVED

AHC, Inc.

December 7, 2012

© 2012 - Bonstra | Haresign Architects

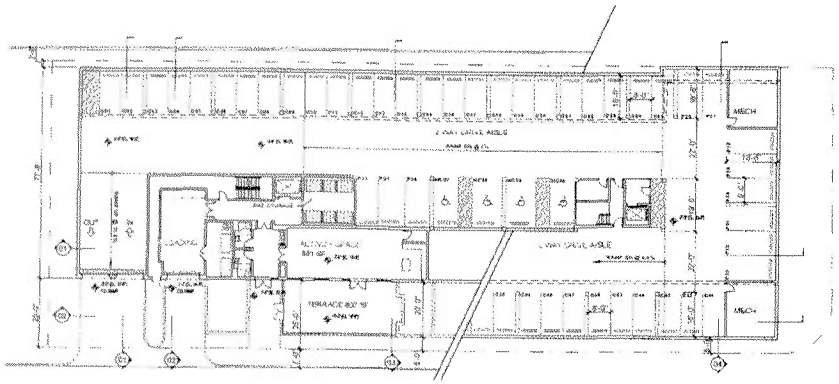
FLOOR PLANS

1" = 20'-0"

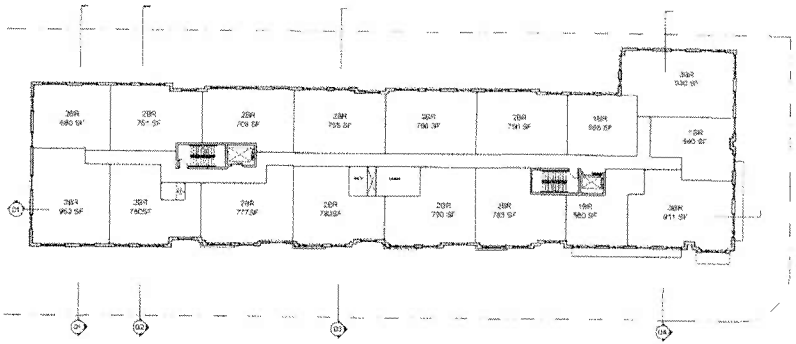
120 EAST REED AVENUE, ALEXANDRIA, VA

A1.2

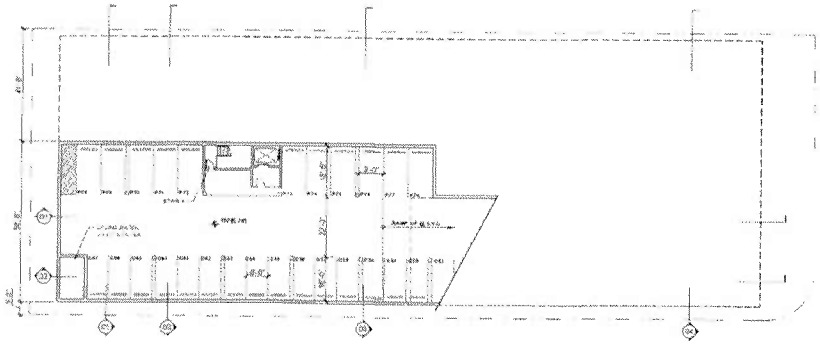
Bonstra | Haresign ARCHITECTS



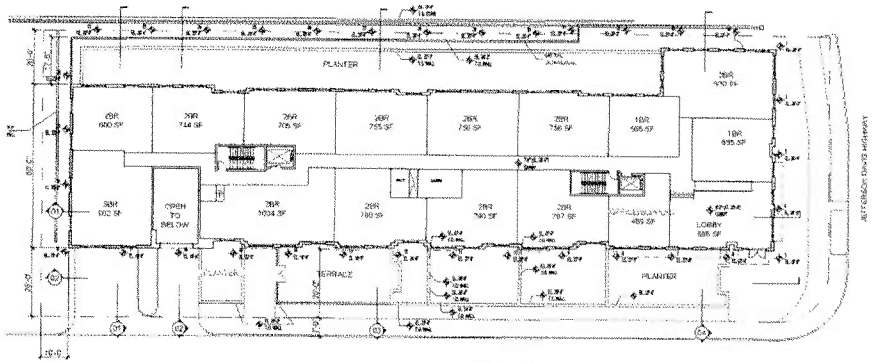
2 A1.1 GARAGE LEVEL
1" = 20'-0"



4 A1.1 2ND & 3RD LEVEL
1" = 20'-0"



1 A1.1 PARTIAL GARAGE LEVEL
1" = 20'-0"



3 A1.1 1ST LEVEL
1" = 20'-0"

SITE DATA	AREA (GSF)	UNITS	3BR	2BR	1BR
SITE	30,036 SF				
GROUND	15,651 SF*	14	3	9	2
2ND	18,713 SF	17	3	11	3
3RD	18,713 SF	17	3	11	3
4TH	13,784 SF	15	2	10	3
5TH	13,524 SF	15	2	10	3
TOTAL	74,386 SF	78	13 (14%)	51 (69%)	14 (18%)
FAR	2.39				

*INCLUDING RAMP

PARKING DATA:

COMPACT	62	(87%)
FULL SIZE	22	(28%)
HC	4	(5%)
TOTAL	78	

APPROVED
SPECIAL USE PERMIT NO. _____
DIRECTOR OF PLANNING & ZONING
DATE
DIRECTOR OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DATE
DIRECTOR
DATE
CITY MANAGER
DATE

AHC, Inc.

December 7, 2012

FLOOR PLANS

1" = 20'-0"

120 EAST REED AVENUE, ALEXANDRIA, VA

A1.1

Bonstra | Haresign ARCHITECTS

3137 S. Glebe Rd
Arlington, VA 22202
November 9, 2012

City of Alexandria
Planning Commission
301 King St, Rm 2100
Alexandria, VA 22314

Ref: The AHC Affordable Housing Project on Reed and Rt 1

Pedestrians safety and good vehicle traffic flow needs to be part of any housing development.
The New AHC Development will be situated side- by- side with 2 other high density buildings – "the Reserve" and the "181 Reed Condos"

The current plan does not address how the intersection of Reed/RT 1 can handle at least 77 autos exiting the new 77 unit building during rush hours. Lynhaven neighborhood's access to all the amenities of Potomac Yard requires crossing RT 1 which is becoming very dangerous for pedestrians and the Reed /Rt 1 intersection is too narrow and restricts vehicles from crossing into Potomac Yard.

Can some portion of this project incorporate a "public" pedestrian overpass to provide safe crossing for individuals crossing Rt 1 to the Potomac Yard facilities for bus transportation, retail shops, restraurants and entertainment ? This overpass should be available to all Lynhaven residents not just residents of the new building.

Can the intersection at Reed/Rt 1 be improved ? Should Reed avenue be blocked (no access to RT 1) so all autos from the new development as well as "the Reserve" and the "181 Reed Condos" travel one way toward Commonwealth Avenue ?

Crossing Rt 1 is very dangerous now and will get worse as more people are attracted to this area. This overpass for individuals and rerouting of autos could eliminate the need for at least 2 signal lights thereby improving the flow of vehicles through, into Potomac Yard and metro transportation. Also, a series of pedestrian overpasses are needed to integrate the old neighborhood with the new developments that are springing up in the area around Potomac Yard.

I am interested in this issue because I manage several rental properties in Lynhaven and I hope that the safety issues are being looked at.

Very respectfully;

Nancye Walls

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2011-0028 **Project Name:** East Reed Avenue

PROPERTY LOCATION: 114,116, 116 1/2, 118, 118 1/2 & 120 East Reed Avenue and 3600 Jefferson Ave, Alexandria, Virginia

TAX MAP REFERENCE: Map 16.01 Block 02 Lots22,23,24,26,27 & 28 **ZONE:** CDD 7 proposed CRMU-M

APPLICANT:

Name: AHC Inc, a Virginia nonstock corporation

Address: 2230 North Fairfax Drive, Arlington Va. 22201

PROPERTY OWNER:

Name: See Attached List of Owners.

Address:

SUMMARY OF PROPOSAL Development Special Use Permit with Site Plan to construct a Seventy-seven unit affordable housing multifamily building.

MODIFICATIONS REQUESTED None

SUPs REQUESTED See attached List of Required Special Use Permits.

[ ] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 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/her knowledge and belief.

Land, Carroll & Blair By: Duncan W. Blair
Print Name of Applicant or Agent

Signature

524 King Street
Mailing/Street Address

703 836-1000 703 549-3335
Telephone # Fax #

Alexandria, Virginia 22314
City and State Zip Code

dblair@landcarroll.com
Email address

September 4, 2012 Revised 10/9/±2
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received:
Fee Paid and Date:
Received Plans for Completeness:
Received Plans for Preliminary:

ACTION - PLANNING COMMISSION

ACTION - CITY COUNCIL:

AHC Inc

Development Special Use Permit with Site Plan Application

LIST OF PROPERTY OWNERS:

1. **Name**: G V Metaxatos Margarita Metaxatos

   Address: 4308 Albemarle St. NW, Washington, DC 200165.

   Property: 114 and 120 E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 22 & 27

2. **Name**: Richard T. Wood

   Address: 1401 W. Lake Mirage Ct., Gilbert, AZ. 85233-6521

   Property: 116 E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 23

3. **Name**: Declan E. Shine

   Address: 116 ½ E. Reed Avenue, Alexandria, 22305

   Property: 116 1/2 E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 24

4. **Name**: MK Reed LLC

   Address: 7500 Woodmont Ave. Suite 819, Bethesda Md. 20814

   Property: 118 & 118 ½ E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 25 & 26

5. **Name**: City of Alexandria, Virginia

   Property: 118 & 118 ½ E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 28

AHC INC

DEVELOPMENT SPECIAL USE PERMIT WITH SITE PLAN Application

SPECIAL USE PERMITS REQUESTED:

1. Special Use Permit pursuant to Section 5-205(C) of the Alexandria Zoning Ordinance, as amended, ("**Ordinance**") for increased floor area ratio to a 2.0 FAR for mixed-use residential/retail development; and

2. Special Use Permit pursuant to Section 7-700 of the Ordinance for increased floor area ratio from 2.0 FAR to a 2.4 FAR for providing low- and moderate-income sales or rental housing units in conjunction with the building or project which is the subject of the permit application. In this instance, all Seventy-seven (77) units will be low- and moderate-income rental housing.

3. Parking Reduction pursuant to Section 7-700 of the Ordinance for providing low- and moderate-income sales or rental housing units in conjunction with the building or project which is the subject of the permit application. In this instance, all Seventy-seven (77) units will be. Seventy-seven (77) parking spaces are being provide for the project located in a below grade parking facility (Note: Six (6) new parking spaces are being created on the North side of E. Reed Ave. as the result of the elimination of existing curb cuts). The parking ratio of One (1) space per unit is consistent with the parking ratios and actual parking usage at AHC's other projects in the Alexandria, Arlington and Fairfax area and City of Alexandria studies for other low- and moderate-income projects in the City of Alexandria. The project is location adjacent to one of the proposed City's high speed transit corridors and the proposed Potomac Yard Metro Station; as such residents will have easy access to regional transit opportunities.

OWNERSHIP AND DISCLOSURE STATEMENT AHC BOARD MEMBER
Use additional sheets if necessary

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Gladis Bourdouane		None
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at E. Reed and Jeff-Davis (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. N/A		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Gladis Bourdouane		PC and CC
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/4/12 Duncan W. Blair

Date Printed Name Signature

OWNERSHIP AND DISCLOSURE STATEMENT
Use additional sheets if necessary

AHC BOARD MEMBERS

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Robert Bushkoff		None
2. Jason C. Dalley		None
3. Carleton "C.C." Jenkins		None

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at E. Reed and Jeff-Davis (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

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Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Ginger Briggs Brown		PC and CC
2. Jason C. Dalley		PC and CC
3. Carleton "C.C." Jenkins		PC and CC

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/4/12
Date _____ Printed Name _____ Signature

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

ANC BOARD MEMBERS

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Thomas C. Klanderman		None
2. Paul E. LeValley		None
3. R. Scott Ritter		None

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at E. Reed and Jeff-Davis (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

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2.		
3.		

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Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Thomas C. Klanderman		PC and CC
2. Paul E. LeValley		PC and CC
3. R. Scott Ritter		PC and CC

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/4/12

Date | Printed Name | Signature

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

AHC BOARD MEMBERS

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. John V. Snyder		None
2. Walter D. Webdale		None
3. Ginger Briggs Brown		None

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at E. Reed and Jeff-Davis (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
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2.		
3.		

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Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. John V. Snyder		PC and CC
2. Walter D. Webdale		PC and CC
3. Ginger Briggs Brown		PC and CC

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/4/12

Date _____ Printed Name _____ Signature

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

PROPERTY OWNERS

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 120 E. Reed Ave. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Margarita Metaxatos	4308 Albemarle St. NW	100%
2.	Washington, DC 20016	
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Margarita Metaxatos	NONE	
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/10/12 — Date

MARGARITA METAXATOS — Printed Name

Margarita Metaxatos — Signature

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

PROPERTY OWNER

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.	N/A	
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 116.5 E. Reed Ave. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Declan Shine	1813 MacArthur Dr.	100%
2.	McLean, VA 22101	
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Declan Shine	none	
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

17th Sept 2012 — Date

TED SHINE (AKA Declan E Shine) — Printed Name

Signature

Ph: 703 926 5032

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

PROPERTY OWNER

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 116 E. Reed Ave. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Richard T Wood	1401 W Lakmeadow Dr Gilbert AZ 85233	100%
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
NONE		
1.		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/6/2012 — Date

RICHARD T. WOOD — Printed Name

Signature

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

PROPERTY OWNER

1. Applicant. 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. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 114 E. Reed Ave. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Margarita Metaxatos	4308 Albemarle St. NW	100%
2.	Washington, DC 20016	
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Margarita Metaxatos	NONE	
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/18/2012 MARGARITA METAXATOS Margarita Metaxatos

Date Printed Name Signature

Development SUP # 2011-0028

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: (check one)*

[ ] the Owner [✓] Contract Purchaser [ ] Lessee or [ ] Other: Developer of the subject property.

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

AHC Inc, is a Virginia nonstock corporation ("AHC"). AHC is governed by a ten (10) member Board of Directors. AHC has no members.

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

[✓] **Yes.** Provide proof of current City business license.

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

Development SUP # 2011-0028

2. ***Narrative description.*** 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 6-9. *(Attach additional sheets if necessary.)*

AHC Inc, a Virginia nonstock corporation ("AHC"), is a nonprofit developer of affordable housing in the mid-Atlantic region that provides quality homes for low- and moderate-income families. AHC has developed 38 properties with over 4,500 affordable apartments since 1975. AHC also offers services for residents and homeownership opportunities.

AHC has assembled the seven (7) properties known as 114-120 E. Reed Ave and 3600 Jefferson –Davis Highway, Alexandria, Virginia (the "Property) to construct a seventy-seven (77) unit multifamily affordable housing project in partnership with the City of Alexandria.

Development SUP # 2011-0028

3. ***How many patrons, clients, pupils and other such users do you expect?***
Specify time period (i.e., day, hour, or shift).
Not Applicable.

4. ***How many employees, staff and other personnel do you expect?***
Specify time period (i.e. day, hour, or shift).
Not Applicable.

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

Day	Hours	Day	Hours
Not Applicable			

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
It is not anticipated that noise levels will exceed permitted levels under the Alexandria City Code.

B. How will the noise from patrons be controlled?
Not Applicable.

7. ***Describe any potential odors emanating from the proposed use and plans to control them:***
It is not anticipated that offensive odors will emanate from the residential use of the property.

Development SUP # 2011-0028

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

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

The type of trash and garbage will be that generally associated with residential use.

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

~~The volume of trash and garbage will be that generally associated with residential use.~~

C. How often will trash be collected?

~~Trash, garbage and recyclable materials will be collected by commercial trash collectors contracted for by the building management.~~

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

Not Applicable.

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:

Small quantities of cleaning solvents generally recognized to be appropriate for use by residential uses will be stored, used as solvents and disposed of in accordance with applicable regulations.

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:

Small quantities of cleaning solvents generally recognized to be appropriate for use by residential uses will be stored, used as solvents and disposed of in accordance with applicable regulations.

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

Not Applicable.

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.

Not Applicable.

PARKING AND ACCESS REQUIREMENTS

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

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

See zoning tabulations on Development Plan.

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

42	Standard spaces
31	Compact spaces
4	Handicapped accessible spaces
8 on-street	Other

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

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

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking 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? None

B. How many loading spaces are available for the use? One

C. Where are off-street loading facilities located?
~~The loading area is shown on the Development Site Plan.~~

D. During what hours of the day do you expect loading/unloading operations to occur?
Residential loading and unloading activities will be generally restricted to the moving in and out of unit owners and trash removal. The building management will regulate the hours for unit owner use.

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

Except for the move-in period by initial owners, it is anticipated that loading and unloading activities for the residential component will be minimal.

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?*

Yes.

MPA # 2012-0006
REZ # 2012-0004

APPLICATION

[ ] **Master Plan Amendment MPA#** _____

[ ] **Zoning Map Amendment REZ#** _____

PROPERTY LOCATION: 114,116,116 1/2, 118, 118 1/2 & 120 E. Reed Ave. and 3600 Jefferson Davis Highway.

APPLICANT

Name: AHC Inc., a Virginia nonstock corporation

Address: 2230 North Fairfax Dr., Arlington Va. 22201

PROPERTY OWNER:

Name: See Attached List of Owners.

Address:

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.

Land, Carroll & Blair By: Duncan W. Blair
Print Name of Applicant or Agent

Signature

524 King Street
Mailing/Street Address

703 836 1000 — Telephone #
703 549 3335 — Fax #

Alexandria Virginia 22314
City and State — Zip Code

9/4/2012 Revised 10/9/2012
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____
Legal advertisement: _____
ACTION - PLANNING COMMISSION _____

Fee Paid: $ _____
ACTION - CITY COUNCIL: _____

MPA # 2012-0006
REZ # 2012-0004

AHC Inc

Master Plan Rezoning Application

LIST OF PROPERTY OWNERS:

1. **Name**: G V Metaxatos Margarita Metaxatos

   Address: 4308 Albemarle St. NW, Washington, DC 200165.

   Property: 114 and 120 E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 22 & 27

2. **Name**: Richard T. Wood

   Address: 1401 W. Lake Mirage Ct., Gilbert, AZ. 85233-6521

   Property: 116 E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 23

3. **Name**: Declan E. Shine

   Address: 116 ½ E. Reed Avenue, Alexandria, 22305

   Property: 116 1/2 E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 24

4. **Name**: MK Reed LLC

   Address: 7500 Woodmont Ave. Suite 819, Bethesda Md. 20814

   Property: 118 & 118 ½ E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 25 & 26

5. **Name**: City of Alexandria, Virginia

   Property: 118 & 118 ½ E. Reed Avenue, Alexandria

   Tax Reference: 16.01 02 28

MPA # 2012-0006
REZ # 2012-0004

SUBJECT PROPERTY

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

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.) Land Area (acres)
1 114 East Reed Avenue 16.01 02 22	RESIDENTIAL	RESIDENTIAL	CDD	CRMU	CDD 7	CRMU-M	6,090 Sq. Ft.
2 116 East Reed Avenue 16.01 02 23	RESIDENTIAL	RESIDENTIAL	CDD	CRMU	CDD 7	CRMU-M	2,625 Sq. Ft.
3 116 1/2 East Reed Avenue 16.01 02 24	RESIDENTIAL	RESIDENTIAL	CDD	CRMU	CDD 7	CRMU-M	2,265 Sq. Ft.
4 118 East Reed Avenue 16.01 02 25	RESIDENTIAL	RESIDENTIAL	CDD	CRMU	CDD 7	CRMU-M	2,625 Sq. Ft.

PROPERTY OWNERSHIP

[✓] Individual Owner [✓] Corporation or Partnership Owner

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

1. Name: G.V. & Margarita Mextaxatos Extent of Interest: 100%
   Address: 4308 Albemarle St. NW, Washington, DC 20016
2. Name: Richard T. Wood Extent of Interest: 100%
   Address: 116 E. Reed Avenue, Alexandria, Virginia 22305
3. Name: DeClan E. Shine Extent of Interest: 100%
   Address: 116 1/2 E. Reed Avenue, Alexandria, Virginia 22305
4. Name: MK LLC Extent of Interest: 100%
   Address: 116 1/2 E. Reed Avenue, Alexandria, Virginia 22305

MPA 2012-0006
REZ 2012-0004

AHC Inc

Master Plan Rezoning Application

Subject Property

Address Tax Map-Blk-Lot	Land Use Existing / Proposed	MP Designation Existing / Proposed	Zone Designation Existing / Proposed	Frontage (Sq. feet) (acres)
5.				
118 1/12 E. Reed Ave	Res Res	CDD CRMU	CDD 7 CRMU-M	2,625 Sq. Ft.
Tax Map 16.01 02 26				
6.				
120 E. Reed Ave	Res Res	CDD CRMU	CDD 7 CRMU-M	5,250 Sq. Ft.
Tax Map 16.01 02 27				
7.				
3600 Jefferson Davis Hwy.	VACANT	CDD CRMU	CDD 7 CRMU-M	8,511 Sq. Ft.
Tax Map 16.01 02 28				

(Total Project Site Area 30,036 square feet or 0.68954 acres of land)

In addition to the re-designating the Master Plan Designation from CDD to CRMU, the "Map 19 Proposed Heights" of Potomac West Small Area Plan Chapter, as amended, of 1992 City of Alexandria Master Plan, as amended, needs to be amended to designate the height for the properties that are the subject of this application will have a permitted height of Sixty (60') feet.

MPA 2012-0006
REZ 2012-0004

AHC Inc

Master Plan Rezoning Application

PROPERTY OWNERSHIP:

[X] Individual Owner [X] Corporation or Partnership Owner

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

5. Name: MK Reed LLC Extent of Interest: 100%

Address: 7500 Woodmont Ave. Suite 819, Bethesda Md. 20814

6. Name: G V Metaxatos Extent of Interest: 100%

Margarita Metaxatos

Address: 4308 Albemarle St. NW, Washington, DC 20016

7. Name: City of Alexandria, Virginia Extent of Interest: 100%

Address: PO Box 178, Alexandria, Virginia 22313

MPA 2012-0006
REZ 2012-0004

AHC Inc
Master Plan Rezoning Application
JUSTIFICATION FOR AMENDMENT:

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

AHC Inc, a Virginia nonstock corporation ("AHC"), is a nonprofit developer of affordable housing in the mid-Atlantic region that provides quality homes for low- and moderate-income families. AHC has developed 38 properties with over 4,500 affordable apartments since 1975. AHC also offers services for residents and homeownership opportunities. AHC has assembled the seven (7) properties known as 114-120 E. Reed Ave and 3600 Jefferson –Davis Highway, Alexandria, Virginia (the "Property) to construct a seventy-seven (77) unit multifamily affordable housing project in partnership with the City of Alexandria.

The Property is in the Potomac West Small Area Plan Area and has been the studied and planned as a residential redevelopment area. The property is currently part of a larger area of land all designated as CDD 7-Route One Properties. The Upper Potomac West East Reed Avenue Task Force, an implementation planning process, envisioned a "mix of townhouse residential units at higher density than currently exists or is permitted. Design and planning principles, included the requirement to provide on-site affordable housing units are proposed to allow this type of development and density with a CDD special use permit. The illustrative plan for the North side of E. Reed Ave. envisioned redevelopment to include the demolition of the existing building and construction of townhouses with the requirement that the project include on-site affordable housing. The East side of E. Reed Ave. has not developed, despite several unsuccessful attempts to assemble, as envisioned, and given the recent investments in a number of the existing homes, it is unlikely that the envisioned plan is viable. The requested Master Plan amendment and Rezoning to the CRMU-M zoning classification will permit the level of density to allow the construction of a multifamily building with seventy-seven affordable dwelling units increasing the stock of new affordable units in the City of Alexandria. The proposed CRMU-M zoning is consistent with the character of the surrounding area, in particular: the Reserve, the Preston and the proposed redevelopment of Landbay F Potomac Yard.

In addition to the re-designation of the Property from CDD to CRMU, the requested Master Plan amendment also request an increase of the allowable height from the Forty-five (45') foot height limited designated by the CDD Guidelines for CDD 7 to sixty (60') feet. The requested height for the proposed multifamily

affordable housing project is consistent with the permitted floor area of the Property to the CRMU-M zoning classification by permitting greater variation in the architectural character and urban design features of the proposed building and site improvements. Additionally, the proposed height is consistent with the existing height of the Preston Condominium on the Southwest corner of the intersection of Route One and East Reed Avenue and the proposed heights for the North and South east corners of the intersection of Route One and "Reed Avenue" extended as shown on the CDD Concept Plan for the redevelopment of Landbay F Potomac Yard Retail Center.

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

The requested rezoning of the Property from the CDD 7 to the CRMU-M zone classification together with the requested Master Plan height map amendment will permit the redevelopment of an underutilized land and dated structures into a new residential multifamily affordable housing. The project will add new affordable housing to the City's affordable housing stock. The project encourages conservation of land resources, and the minization of automobile travel in a location close to employment, retail centers and transit. All goals and objectives of the Potomac West Small Area Plan, as amended

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

AHC has filed an application for a Development Special Use Permit (DSUP 2011-0028) to construct the residential affordable multifamily use project on the Property. The site plan filed with that application demonstrates that the property is adequately served by public facilities. Additionally, the project is located adjacent to one of the proposed City's high speed transit corridors and the proposed Potomac Yard Metro Station.

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

There are no proffers pursuant to Section 11-804 of the Zoning Ordinance.

MPA 2012-0006
REZ 2012-0004

NOTE: The requested rezoning is consistent with the City Council's adopted policy to help guide applicants when considering a rezoning request without a master plan study. Specifically:

1. Consistency with the SAP: Same as response and justification for Master Plan Amendment set forth in response number one.

2. Consistency with the type of area: The Property is located in an area of planned for high density residential and commercial uses. The size and scale of the proposed multifamily affordable nature of the project is consistent with and enhances the area's character.

3. Isolated parcel: The Property is an underutilized parcel of land; its rezoning will benefit the public interest and enhance the character of the area.

4. Status of planning for the area: There are few development sites in the vicinity, suitable or available for the construction of a new multifamily affordable housing building.
5. Application's consistency with City's goals: The project is consistent with the City goals of affordable housing, green building, transit usage, pedestrian connectivity and economic sustainability.

MPA 2012-0006
REZ 2012-0004

MASTER PLAN AMENDMENT AND REZONING AHC E. REED AVENUE
DRAFT NOTICE LANGUAGE

1. Master Plan Amendment #2012-_____ Consideration of an amendment to the Potomac West Small Area Plan to amend change the Zoning designation from CDD 7 to CRMU-M and to amend Potomac West Small Area Plan Map 19 Proposed Heights to designate the height for the property from as designated in CDD 7 to sixty (60) feet.

2. Rezoning #2012- _____ Consideration of approval of a proffered rezoning from CDD 7 to CRMU-M

AHC Inc

Master Plan Rezoning Application

Subject Property

Address Tax Map-Blk-Lot	Land Use Existing / Proposed	MP Designation Existing / Proposed	Zone Designation Existing / Proposed	Frontage (Sq. feet) (acres)
5.				
118 1/12 E. Reed Ave	Res Res	CDD CRMU	CDD 7 CRMU-M	2,625 Sq. Ft.
Tax Map 16.01 02 26				
6.				
120 E. Reed Ave	Res Res	CDD CRMU	CDD 7 CRMU-M	5,250 Sq. Ft.
Tax Map 16.01 02 27				
7.				
3600 Jefferson Davis Hwy.	VACANT	CDD CRMU	CDD 7 CRMU-M	8,511 Sq. Ft.
Tax Map 16.01 02 28				

(Total Project Site Area 30,036 square feet or 0.68954 acres of land)

In addition to the re-designating the Master Plan Designation from CDD to CRMU, the "Map 19 Proposed Heights" of Potomac West Small Area Plan Chapter, as amended, of 1992 City of Alexandria Master Plan, as amended, needs to be amended to designate the height for the properties that are the subject of this application will have a permitted height of Sixty (60') feet.

Docket Item No. 2A-D
DSUP #2011-0028

December 31, 2012

To the Members of the Alexandria Planning Commission:

This letter is on behalf of the Lynhaven Citizens Association regarding the proposed multi-family affordable housing project planned for East Reed Avenue, docketed for the Planning Commission's January 3rd, 2013 hearing. The members of the Lynhaven Citizens Association find admirable the goal to build affordable housing in Alexandria, especially as plans come on line for extraordinary development across Jefferson Davis Highway from this project. We are generally pleased with the architecture of the building which is appropriate on its JD Highway frontage while being respectful to the single family home on its western frontage. We have found AHC to be a good partner with a worthy mission.

The primary concern of the Lynhaven Citizens Association is that charging residents of affordable apartments for parking will result in spillover impacts into the adjacent street parking in Lynhaven, which will potentially cascade in impact into Hume Springs and Del Ray.

On October 1, 2012, Lynhaven residents convened our monthly association meeting at the Cora Kelly Recreation Center and were presented with the plans for the AHC project. After a question and answer period between the developer and city representatives that focused primarily on the parking concerns, **Lynhaven residents voted unanimously to support the AHC project on the condition that parking was made free to the building's residents.** We do not believe the staff report accurately reflects this position (Staff Report, Section K, page 19).

AHC is proposing to charge for parking spaces at a rate of $35-40 per space per month. However, in a table of parking data given to Lynhaven residents of parking data at other AHC properties (Figure 1 in the Appendix), only three of 18 other AHC properties in Arlington and Fairfax had any parking fees. This does not take into account the context of the parking surrounding these properties or access to public transit (which in most cases is greater than what supports the Reed Avenue project).

The neighborhood around this project is of a much lower density than the planned development. A number of residents rely on easily-accessible, free street parking since at least some are elderly or handicapped. Finding on-street parking close to their homes is important to their well-being and quality of life, and parking is already heavily saturated during peak demand. The surrounding on-street parking spaces in the neighborhoods are free and unrestricted but are at times 100-percent utilized especially when parking is restricted for weekly street cleaning.

The City's policy to minimize free parking opportunities to discourage single-occupancy vehicle trips in favor of utilization of public transit options is an admirable goal well-suited for application to the Potomac Yard area in general. However, while the "un-bundling" of parking from housing costs discourages car use, the considerations in market-rate buildings are different than for affordable developments. The Commission and City endorsed this viewpoint by making the parking at the Station at Potomac Yard—also an affordable housing project and with similar access to transit—free of charge for residents.

The future AHC residents, at some unknown rate, will utilize the free surrounding neighborhood parking. In a household with a tight budget, a good option can certainly be to go car-free and use public transit—and we hope that the incentives made available in the Transportation Management Plan are strong enough to entice residents from owning cars. This is not always a practical option, though, and if the path of least resistance to affording a necessary car is to park in the free neighborhood spaces, it will become the option of choice for enough residents of the 78 apartments to cause a significant impact to the surrounding neighborhoods, especially on Reed Avenue and on Lynhaven Drive where parking is already at capacity. This is a simple economic equation in a setting where discretionary dollars will not be applied to parking. The option of spending $420 - $480 per year versus spending nothing for a couple-block walk to your apartment is an easy choice when budgets are tight. In fact, many of our neighbors believe that any dollar amount for parking is more than most residents will be willing to pay when there exists a free alternative.

The 78 apartments will be a mixture of 1, 2, and 3 bedrooms, and while many families will undoubtedly live there, what if a three bedroom is composed of three adult roommates each with a car and a frequent overnight visitor who also needs to park a car? That could become six parking spaces needed for one dwelling unit. While this is the extreme example, in the given scenario of dramatically increasing the density of an infill neighborhood, it is bound to happen to some extent. Certainly, there will also be units without any cars and perhaps these residents could be given a discount for not using a parking space or other incentive to reward use of public transit, bike sharing, or other alternatives.

The plan, according to the staff report, is to have a Parking Management Plan and have a review of the parking utilization within the garage a year after full occupancy is achieved. "If it is determined that on-street parking is impacted or the garage is not being used, additional incentives will be explored and implemented to promote greater use of the garage" (Staff Report, p. 18). Lynhaven residents are concerned that the planned duration of the experiment is an unfair burden to residents. Lynhaven residents would have to endure a year before our parking concerns would be studied, and then it would likely take many more months before corrective actions are implemented. It would be a disservice to the Lynhaven community to not consider the potential impacts in advance of the project's implementation. It is our understanding that the particulars of this 12-month review will be delineated in a partnership agreement between the City and AHC. These details must be considered prior to approval of this project. Who will be the independent arbiter of the neighborhood impact? Where will these "additional incentives" come from? If the City is willing to locate them in one year, why not make them available *now* to assure a minimal impact on the surrounding community?

The Lynhaven Citizen Association's preference would be for the Commission to consider the following course of action:

1) Start with free parking in conjunction with the generous TMP already planned. Make the free parking possible by identifying incentives for AHC before construction, not a year afterward.

2) Determine the parking occupancy rate, and if parking demand in the garage exceeds supply, to then consider (in collaboration with the City) applying a parking fee to the units with more than one car.

This method potentially arrives at the same outcome without the risk of negative impacts to the surrounding neighborhoods during the "testing" phase where debates about methodology and what constitutes measuring the problem becomes a thornier issue. In addition, with the timeline of the anticipated Potomac Yard Metro Station to consider as well as other infill development projects and transportation improvements to the corridor, it is desirable to have resolution and long term strategy for this parking issue before proceeding with approval for the project.

The Lynhaven Citizens Association wants this project to go forward. We look forward to a new, good neighbor like AHC and we find admirable the cause of building affordable housing, especially in our part of the City of Alexandria. But we simply cannot take another car on Lynhaven Drive, let alone 78 more cars. Some in our neighborhood would prefer we "hold out" for a market-rate building on this site, as that building will not be granted parking reductions and will have minimal impact on the parking in Lynhaven. That negates the community good derived from affordable housing. It is our job, however, to protect the quality of life as we know it in our little neighborhood. Please help us to do that by minimizing the impact of cars on our streets.

Respectfully submitted,

Joe Bondi

Joseph A. Bondi, President
Lynhaven Citizens Association

Appendix

Figure 1: Parking Cost and Utilization data from other AHC properties given to Lynhaven Citizens Association at the October 1 meeting.

Parking Spaces

Property	Total No. of Parking Spaces	Handicap Parking	Guest/Visitor Parking	Other Parking	Used Parking	Vacant Parking	Units	Parking Fee
AVT	87				87	0	77	$0
Berkeley	145	11	6		107	38	137	$0
Carousel Court	127				122	5	90	$0
CVW	79				77	2	70	$0
Frederick	181			7	109	72	108	$40
Gates of Ballston	514	24	29	10	460	54	464	$0
Harvey Hall	118				101	17	115	$0
HBII, III & Hach	205	5	3		160	45	198	$0
The Jordan	77	2			77	0	90	$45
Key Blvd	27	0			23	4	41	$0
Key Gardens	25		3		20	5	22	$0
Macedonia	38	2			38	0	36	$0
Shelton	108	3			62	46	94	$35
Summer Hill	16		0		16	0	9	$0
Virginia Gardens	89	3			89	0	76	$0
Taylor Square	43	2			30	13	44	$0
Westover	84	6		55	84	0	153	$0
Woodbury Park	244				242	2	364	$0
Totals	**2,207**	**58**	**41**	**72**	**1,904**	**303**	**2,188**	

87.0% spaces used per apartment unit
86.3% spaces used per spaces provided.

Notes:
1) Parking data represents AHC's properties in Arlington and Fairfax.
2) "Used Parking" represents residents with parking stickers.
3) The "Parking Utilization" ratio reflects the maximum number of spaces we need to handle the parking demand.
4) Data as of October 2012

Docket Item No. 2A-D
DSUP #2011-0028

HUME SPRINGS
·CITIZENS ASSOCIATION·

January 1, 2013

Maya Contreras, Urban Planner
City of Alexandria Planning Office
301 King Street, Room 2100
Alexandria, Virginia 22313

Dear Ms. Contreras:

I am writing you today on behalf of the Hume Springs Citizens Association regarding the proposed multi-family affordable housing project planned for the corner of East Reed Avenue and Route 1. During our last several general meetings this project has been discussed amongst our members and AHC was kind enough to present for us during our November meeting. We voted overwhelmingly to support the project. At the same time, we understand and support our neighbors in Lynhaven and their concerns with the potential impact on parking. In our view, the parking cost of $35.00 per month per space is not high enough to drive these new residents to opt for street parking rather than the guarantee of a covered space with access to an elevator in the garage.

Rather than "throwing the baby out with the bath water" and risk scrapping the whole project for a $35.00 parking fee, we request that the city devote more resources to enforcement of existing parking regulations. On any given day one can drive through the streets of both Lynhaven and Hume Springs and find numerous cars that lack the required sticker and/or out-of-state license plates. If the city was more diligent in ticketing/towing these illegally parked vehicles we are convinced that many of the parking issues would disappear.

We are excited to see this project come to Arlandria and hope that both the Planning Commission and City Council will vote to approve the project.

Yours very truly,

Jacob Cuomo
President, Hume Springs Citizens Association

51 W. Reed Avenue Alexandria, Virginia 22305

Docket Item No. 2A-D
DSUP #2011-0028

Julie Fuerth

Subject: FW: Comment Regarding the AHC Project at Reed and Rt 1 Fwrd: Planning Commission Hearing for the AHC Project

From: Gwen Wright
Sent: Thursday, January 03, 2013 12:30 PM
To: Dirk Geratz; Kendra Jacobs; Julie Fuerth
Subject: FW: Comment Regarding the AHC Project at Reed and Rt 1 Fwrd: Planning Commission Hearing for the AHC Project

REVISION FROM THE AUTHOR...

Gwen Wright
Division Chief, Development Division
City of Alexandria Department of Planning and Zoning
703-746-3811 office
571-329-3053 cell
gwen.wright@alexandriava.gov
www.alexandriava.gov

From: Andrea Hamre [mailto:ahamre@gmail.com]
Sent: Thursday, January 03, 2013 12:26 PM
To: Gwen Wright
Subject: Re: Comment Regarding the AHC Project at Reed and Rt 1 Fwrd: Planning Commission Hearing for the AHC Project

My apologies - my last comment was reversed, I meant that accurate parking pricing will support ***reduced*** bus travel times. Thank you.

On Thu, Jan 3, 2013 at 12:24 PM, Andrea Hamre <ahamre@gmail.com> wrote:
Greetings Development Division Chief Wright,

Joe Bondi of the Lynhaven Citizens Association shared an update of the AHC affordable housing project proposed for Reed Avenue and Route 1.

Although I live in the Lynhaven neighborhood, I am writing to share that I differ from the neighborhood organization's position, in that I fully support a parking fee for the complex. This is for a number of reasons. First, parking is never "free", so removing the monthly parking fee will just displace the costs from only those who actually own a car to all tenants, including car-free households. In addition, removing the price mechanism from parking at the development distorts residents' decisions about whether to own a car or how many to own. In an era when the City of Alexandria is making great progress toward becoming a livable community with diverse and robust transportation choices, free parking at a new housing development is a backwards-oriented policy. Pricing parking accurately will help reduce the number of automobiles on our roads, which will reduce pollution and increase safety for pedestrians, bicyclists, and transit users, and also reduce congestion which will support increased bus travel times on Reed Avenue as well as the busy Route 1 corridor.

I am hoping this comment can be submitted in lieu of an in-person statement at tonight's meeting. If possible, please confirm if this is the case.

Thank you.

Sincerely,
Andrea Hamre
205 Wesmond Drive
Alexandria VA 22305
(651) 283-8742

Submitted at PC hearing

Dunn, Stew

From: Adam Ebbin [adam.ebbin@gmail.com]
Sent: Thursday, January 03, 2013 4:12 PM
To: Dunn, Stew; Mary S. Lyman
Subject: Tonight's proposal for Reed Ave Affordable Hsg Building

Hi Stew and Mary--

I wanted to followup on a brief conversation I had with Mary last night after the installation ceremony.

Regarding the plan you will consider tonight I wanted to mention three areas.

The first two have to do with traffic--traffic logjams occur on both southbound Route 1 turning right onto Reed and on Reed Avenue waiting queuing up to turn onto Route 1 in the morning. It is already so bad in the morning that cars waiting to turn right from the Preston's garage at 181 E. Reed (or cut through to turn left) have to rely upon another car in the queue to see them and decide to let them in. Because the line waiting to get on Route 1 is so long, the cars often can't through in one traffic light cycle. So if you are wanting to turn onto Reed and the light to Route 1 turns red there are cars from the back of the line speeding up to reach Route 1--again making our right turns difficult unless the number of cars isn't too bad at that time. If the new building is allowed to have a garage on E. Reed this will get worse--probably much worse.

I think a way to stop this from getting worse is to require cars in the new building to only turn RIGHT onto E. Reed, where they wouldn't cause congestion. Those heading to 395 could easily turn on Commonwealth and then proceed via W. Glebe. Those heading to Route 1 could go around the block via some other street. (E. Glebe?)

The other issue--Right 1 Southbound turning onto E. Reed should be addressed by adding a turn lane where the third Southbound lane currently ends.

Issue number 3 is the building itself. A neighbor of mine is very concerned about the building receiving an exemption to have a fifth foor (it was his understanding that the area plan/zoning only allowed for four floors.) His view of the Capitol would be blocked and he feels that would lower his property values. Therefore, if the building is approved with a fifth floor, it is particularly important it be attractive--including the fourth and fifth floors. Perhaps the fifth, or fourth and fifth floors could have a required setback and required plantings wrapping around them, at least on the side facing E. Reed.

I would also like to note that some of my neighbors are operating under misinformation. Some think the building is "low income" housing and that the building would lower property values. We did have at least one presentation in the building, but not all residents attended, and if there was a second presentation, there may have been changes to the proposal beforehand, Whatever the result of tonight's meeting, I would encourage the developer to communicate at least once more by mail to all area residents. It would be helpful to: explain "moderate income housing" in dollars, include a rendering of the proposed structure, any traffic reduction measures and what the property had been/is zoned for.

In any event, I look forward to the replacement of the vacant lot with what could be an attractive gateway to Reed Avenue and Lynhaven if it is attractive and will not add to the two traffic bottlenecks.

Thanks for your consideration.

Adam Ebbin
Resident, 181 E Reed Avenue

Adam Ebbin
adam.ebbin@gmail.com
c) 703.395.1858

Submitted at PC hearing

Jason Re
112 1/2 E. Reed Avenue
Alexandria VA, 22305

Hello, my name is Jason Re. I am an elementary school teacher and a resident of Alexandria. I happily purchased my home on Reed Avenue three years ago. I bought my house because as a teacher, I am on a limited income and both the size and price of the house was doable for my budget. Additionally I enjoyed the diversity, walkability, and convenience of the neighborhood.

When projects such as this new building comes along, you often here people saying "not in my backyard." In this case, the phrase is quiet literal. My home is directly next to this new housing project.

There are several concerns I have:

1. Parking is an issue on E. Reed. It really is difficult. I am lucky to have my own driveway but I see my neighbors having to deal with the difficulty of parking. There is little incentive for someone to pay for a parking space when they can obtain legal street parking. Additionally, people living in the building and running home for a minute will not go through the trouble of going through a gated garage complex. I already see this with the apartment complex and townhouses already present on E. Reed Avenue. People who already have a driveway and parking space also use street parking for their additional cars.

2. The new complex will decrease the number of current parking spaces due to both the parking garage driveway and the driveway for the loading dock. Additionally, there are also townhouses being built on the corner of E. Reed and Evans which will assuredly take away parking spaces due to their driveway.

3. During the morning and evening hours, traffic backs up along E. Reed Avenue. There are some mornings I can not even back out of my driveway as there is a line of cars half way down the block. Those living in the new complex will have difficulty pulling out of their parking garage and increase the number of vehicles on what is already a busy street. If this project is to go forward, the city would have to open up other arteries out of the neighborhood to ease traffic along E. Reed Avenue.

4. My home will be right next to the proposed garage door, dumpster, and loading dock for the parking lot. While I have been assured by AHC that there will be

limited amount of noise produced by their proposed garage door, I am still hesitant as the apartment complex across the street has an extremely noisy door. Additionally there will be additional noise pollution coming from cars going in and out of the complex. I already have one parking garage (The Reserve) behind my house and waking up in the middle of the night to car alarms, honking, and blasting stereos is something I have yet to get used to.

5. The infrastructure of the current E. Reed/Rt. 1 intersection would needed to be amended by the city for this project to go forward. Route 1 in front of Potomac Yard is already packed full of cars many hours of the day and I fear what a construction site at that corner will do to an already tough driving condition. Additionally, there needs to be a dedicated turn lane instead of the current bottle necking problem that exists now.

6. Finally, I am concerned about the value of my home due to this new building. I am concerned that when and if it comes time to sell my home, that the value will have decreased as people will be less inclined to purchase a home next to a large, busy, and noisy complex built on a street with heavy rush hour traffic and limited street parking.

While I understand the cities desire to evolve, I do not understand why that ultimately means a large apartment building. Bigger isn't always better. A set of new smaller homes could be easily constructed in lieu of an apartment complex. Or at least, something not as big and daunting as the building that currently resides across from this future site.

I understand and respect the goal of the AHC in building a project like this, but I am concerned about the repercussions that will affect not only myself and my property, but my neighbors and fellow citizens of Alexandria as well.