

***Development Special Use Permit 2018-0011
Chatham Square Amendment***

| Application | General Data | |
|--|---------------------|-----------------------------|
| Project Name: Amendment to the Chatham Square 2002 DSUP | PC Hearing: | October 2, 2018 |
| | CC Hearing: | October 13, 2018 |
| Location: Property bounded by Pendleton Street, N. Royal Street, Princess Street, and N. Pitt Street | Zone: | CRMU-X |
| | Current Use: | Residential |
| | Dwelling Units: | 152 units |
| Applicant: Chatham Square Home Owners Association, William Jacobs, President | Small Area Plan: | Old Town and Old Town North |
| | Historic District: | n/a |

| |
|---|
| Purpose of Application |
| Consideration of a request for a Development Special Use Permit to amend DSUP #2002-0029 to delete conditions prohibiting residents from obtaining residential parking permits. |

| |
|---|
| Staff Recommendation: APPROVAL WITH CONDITIONS |
| Staff Reviewers: Katie North, AICP, Principal Planner, T&ES Katie.North@alexandriava.gov Gary Wagner, PLA, ASLA, Principal Planner, P&Z Gary.Wagner@alexandriava.gov |

| |
|--|
| <u>PLANNING COMMISSION ACTION, OCTOBER 4, 2018:</u> On a motion by Vice Chairman Macek, seconded by Commissioner Lyle, the Planning Commission voted to recommend approval of DSUP #2018-0011. The motion carried on a vote of 3 to 2. Commissioners Koenig and Wasowski were absent. |
| <u>Reason:</u> Vice Chairman Macek, Commissioner Lyle, and Commissioner McMahon agreed with the staff analysis and felt that using the guidance of the Residential Permit Parking for New Development Policy was appropriate when considering this request now that there is a policy on the issue. Chairman Lyman and Commissioner Brown voted against approval of the amendment. They did not think the applicant has demonstrated that a change in circumstances had occurred that justified the amendment and they felt it was not appropriate to change an |

existing approval solely based on compliance with a policy established to guide decisions on future development.

Discussion:

Vice Chairman Macek noted he opposed the policy when it was brought before the Commission in 2017 because he did not think any restriction was equitable to residents if they reside within an established parking district. However, since a policy has been approved, he felt that it was appropriate to use it in considering this case. He noted that future demand on on-street parking is not a factor in the policy and that he respected the work and results of the study.

Commissioner Lyle agreed with Vice Chairman Macek's comments and stated her belief that street parking belongs to everyone and is not an entitlement to specific people. She noted the point made by a speaker about the future impact of millennials on parking since trends indicate they own fewer cars. She also mentioned that she thought the City should raise the permit fees to be more aligned with the value of the space and the fees charged for off-street parking.

Commissioner Brown indicated that when he supported the policy he believed it was intended to be prospective to be used for future developments and any existing developments requesting consideration under the policy would need to demonstrate a need for the change. He did not believe a valid need had been demonstrated by the applicant and the condition should not be removed on the basis of equity. He stated that residents of existing developments who want to remove the condition should provide a justifiable reason for the change.

Chairman Lyman agreed with Commissioner Brown's comments and expressed concern about other existing developments with the condition that may request a change if this were approved. She also noted that there are many City policies supporting reductions to parking and this request seemed contrary to those goals.

Commissioner McMahon supported the results of the study and staff's analysis of the request using the policy. She noted her original concerns with the policy in that it did not account for future demand in the decision-making and later developments might be restricted due to changes in parking from earlier developments. However, she supported this specific request based on application of the policy and felt that the establishment of a policy on the issue was a justifiable reason and change in circumstances to consider the request.

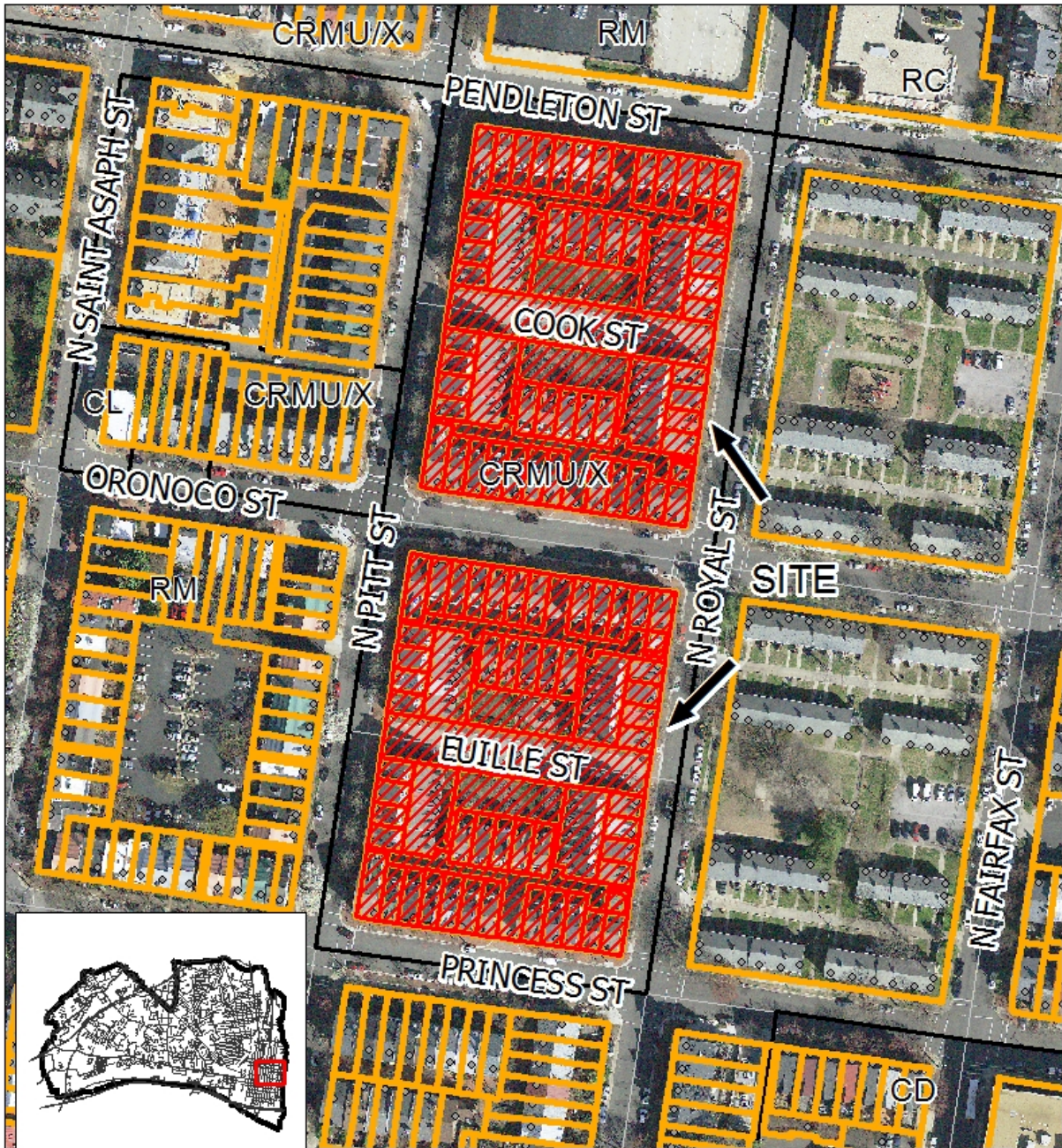
Speakers:

1. William Jacobs, president of Chatham Square Townhouse Association, spoke as the applicant to outline the request of the residents and provide an overview of issues.
2. Jeffery Dienno, resident of Princess Street, spoke in opposition of the application. As a homeowner with no off-street parking options, he is concerned with adding more cars to the street. He noted concerns with the parking study including the need to look at Princess Street separately, including the on-site parking availability in the analysis, and analyzing the impact of future demand.

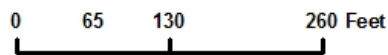
3. Tom Miller, resident of Chatham Square, spoke in support of the application. He noted that most of the residents do park in their garages and those that would chose to purchase a permit if the request were approved already park on the street and move their cars to avoid tickets. He also noted inadequate disclosure about the permit restriction when he purchased the house.
4. Lisa Kiefer, resident of Chatham Square, spoke in support of the application. She noted that as a new resident of Chatham Square she was also unaware of the restriction when she purchased the home. She urged the Commission to consider this request objectively using the guidelines in the policy in their decision-making.
5. James Doll, resident of Chatham Square, spoke in support of the application. He noted that he is a one car owner, who parks in his garage, and doesn't plan to park on the street. However, he believes that as a matter of equity to the residents they should be allowed the same access to the street spaces as their neighbors without the restriction.
6. Ashley Leichner, resident of Oronoco Street, spoke in opposition of the application. As a resident with no off-street parking options, she often has trouble finding parking near her home. She is concerned that this would set a precedent and does not think the policy should be used in deciding this request.
7. Cathleen Curtin, resident of Princess Street, spoke in opposition of the application. She provided a dimensioned garage plan to show that 2 large cars could fit in the Chatham Square garage. She noted that this is a condition of their existing approval and should not be changed.
8. Tim Trayers, resident of Princess Street, spoke in opposition of the application. As a resident with no off-street parking, the only options he has for parking are the on-street spaces near his home. He noted that the restriction was a condition the Chatham Square residents accepted when they purchased their homes and the HOA should do a better job of making new residents aware of this restriction.
9. Michael Strain, resident of N. Royal Street, spoke in opposition of the application. As a new resident, parking was a factor in his decision to move to this location and changing the restriction would impact already tight parking near his home. He feels that Princess Street should be looked at separately and expressed concerns that the study did not look at the future demand of parking if the restriction were removed.
10. Yvonne Callahan, Vice President of Old Town Civic Association, spoke in opposition of the application. She noted that the unused spaces in the ARHA garage should be considered for use and indicated that there are nearby unrestricted blocks that residents could park on. She expressed concerns about the parking study and using the policy for new development for this case and does not feel there is a change in circumstances to merit use of the policy or removing the restriction.

11. Patrick Rodjom, resident of N. Royal Street, spoke in opposition of the application. He noted that the parking situation in the neighborhood is much worse than parking study makes it seem and the historic homes have no other parking options other than on-street spaces.
12. Karen Skelton, resident of Princess Street, spoke in opposition of the application. She noted that Princess Street is already a crowded street and at the greatest risk if the restriction were removed. She is concerned that the Chatham Square vehicles would add to the parking problem on their street and thinks it should be looked at separately.
13. Ellen Moser, resident of N. St. Asaph Street, spoke in opposition of the application. She noted issues with the parking study and was concerned that it did not include an analysis of the future demand and impact to parking conditions.
14. Tina Lamoreaux, resident of N. St. Asaph Street, spoke in opposition of the application. She believes the request is not justified and there is not a demonstrated need for the amendment. The existing residents relied on the restriction of the DSUP condition and she feels that staff did not consider the impact of this change to existing residents.
15. Ron Rigby, resident of N. Pitt Street, spoke in opposition of the application. He had concerns with overcounting spaces in the parking spaces and noted that non-district 2 vehicles can legally park from 2PM to 11AM on most blocks.
16. Robert Howieson, resident of Princess Street, spoke in opposition of the application. He expressed concerns about the parking study and noted the parking conditions are worse than what the study indicates. He asked for fairness to the existing residents to be considered.
17. Carolyn Merck, resident of N. Royal Street, spoke in opposition of the application. She mentioned her involvement with the Chatham Square development when it was first proposed. She noted her concerns with the policy itself and thought the threshold of 85% was too high and should be reconsidered. She felt that the study area was too large and does not feel the Chatham Square residents have a hardship that justifies changing the condition. She also noted that public streets are governed by the city and access to the street is not an entitlement to every taxpayer in the way that other public services, such as fire and schools, are.
18. Laurie Reed, resident of Chatham Square, spoke in support of the application. She responded to the comments about unrestricted parking in the area as an option for parking and noted that none of the spaces on the Chatham Square sides of the streets were unrestricted.
19. John Wells, resident of Chatham Square, spoke in support of the application. He noted his background in performing and reviewing traffic studies and indicated that he found this study to be valid and stands behind the results of the study. He does not plan to park on the street but believes it would be fair to allow others the opportunity to do so.

20. Walter Steimel, resident of N. St. Asaph Street, spoke in opposition of the application. He noted concerns that the SUP is a restrictive covenant running with the land and cannot be changed without a vote of the property owners and neighbors who were involved when it was first decided.
21. Julia Hardinger, resident of Chatham Square, spoke in support of the application. She noted issues with the garage sizes and limitations fitting two cars inside them. She also suggested future car ownership trends should be considered and recognize that millennials tend to own fewer cars and use carshare/rideshare, which could lessen the demand for parking.
22. Mark Abramson, resident of Chatham Square, spoke in support of the application. He mentioned his involvement with OTAPS which considered this issue as well as other parking issues. He noted the problems with having an inconsistent policy where some residents are eligible for permits and other are not. He emphasized that the parking study was done by a reputable firm experienced in conducting surveys. He also noted that not all residents will choose to get a permit and park on the street.
23. Vince Giampaolo, resident of Chatham Square, spoke in support of the application. He noted inadequate disclosure about the parking restrictions when he purchased his home. He felt that if the City has a policy that will be used for new developments, the City should treat residents of old development the same and apply the same standards.
24. Robert Ray, resident of Prince Street, spoke in opposition of the application. He recommended the request be denied until a study of the impact of other developments with the restriction was considered since this case could be considered a precedent for other developments.



Development Special Use Permit #2018-0011
409 North Pitt Street (blocks bounded by North Pitt Street, North Royal Street, Princess Street, and Pendelton Street)



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends *approval* of the request to amend the original Chatham Square DSUP approval to delete conditions restricting residents from being able to obtain residential parking permits. This request was reviewed using the *Residential Permit Parking for New Development Policy* (Attachment 1) that was approved by City Council June 2017. While approval of this policy did not retroactively change any development approvals that occurred prior to June 2017, it does provide criteria to consider this request that has been initiated by the residents of Chatham Square. The parking study provided with this application shows the parking conditions do not exceed the thresholds outlined in the policy for determining when residents should be restricted from obtaining permits. If this were a new development, staff would not recommend including a restriction as a condition of approval. Therefore, staff recommends the restrictions be removed from this previously approved development.

B. General Project Description & Summary of Issues

This request is an amendment to previously approved DSUP #2002-0029 to strike two conditions of approval (#9 and 20.c) that restrict the residents of Chatham Square from obtaining residential parking permits. Since these restrictions were included in the conditions of approval, any request to consider changes to the conditions must be reviewed through the same process the development was approved under, which in this case was public hearings before the Planning Commission and City Council. Key issues related to this request include consistency with the policy, the process for reviewing changes to approved and constructed developments, and the impact to parking in the neighborhood.

II. BACKGROUND

A. Creation of the Policy

In the early 2000s, as the City reviewed more proposals for residential developments within existing neighborhoods, concerns about impacts to on-street parking were often a primary concern for existing nearby residents, many of which relied on the public streets as their only source of parking. To address this concern, from 2000 to 2008, twenty-one developments approved through the DSP/DSUP process included a condition that prohibited residents from obtaining residential parking permits that would allow them to park on street (see Attachment 2 for a map and list of developments).

After several of these developments were constructed and sold or leased to the new residents, staff began to receive complaints from those residents about lack of access to the public street in front of their homes. Many felt that they were being unfairly denied equal access to the public street and since the decision had been made at the time of the development approval when they were not involved in the process, they had little recourse for changing this condition. Partially in response to some of these concerns, starting in 2008, new development approved did not include

this condition. From 2008 to 2014, eighteen new developments approved in or near an existing parking district did not include the restriction and residents of these developments are eligible for on-street permits (see Attachment 2).

In 2015, the issue of restricting new residents from obtaining permits was discussed at the public hearings for several new developments (including Robinson Terminal South, Robinson Terminal North, Edens, and ARHA Ramsey). As a result, the Council directed staff to review this issue and develop a policy for how to address this issue. In 2017, staff developed a draft policy and shared it with the public for feedback. The draft policy was revised to address comments received and was presented to the Planning Commission and City Council for endorsement. At the public hearing on June 13, 2017, the Council voted approve the policy.

In the staff report and at the City Council public hearing, staff noted that this policy would not retroactively change any developments that were approved prior to approval of the policy. Any changes to those approvals and the conditions that restrict residents from being eligible for permits could only be approved through the same public process by which they were approved, which in most cases was a public hearing before both the Planning Commission and City Council. Additionally, the request to change the approval would have to be initiated by the residents, not staff. The staff memo stated that while the policy did not retroactively approve parking permits for existing developments with the restriction, it was important to be aware that some residents in these developments may decide to request an amendment to their DSP/DSUP approval to remove the restriction if the policy could benefit their specific circumstances.

B. Policy Details

The policy is intended to provide guidance on when it is appropriate to restrict residents of new development projects that will go before Planning Commission and City Council from being eligible for on-street residential parking permits. This policy was not adopted as part of the City Code or the Zoning Ordinance. Rather, the purpose is to help staff, Planning Commission, and City Council take a consistent approach for when to include this restriction in the projects they review, and evaluate each development based on the context of the project and surrounding parking conditions.

The policy applies to developments reviewed through the Special Use Permit (SUP), Development Site Plan (DSP), or Development Special Use Permit (DSUP) process that are located within an existing residential permit parking district and include more than 10 units. The policy uses two different criteria as triggers to determine when residents of a new development would then be ineligible for residential parking permits. If either of these criteria are met, the policy recommends that the residents would not be able to obtain parking permits and a condition including this restriction be included in the conditions of approval. The criteria include the following:

1. The average on-street occupancy is 85% or higher at the time of approval.
2. More than 50% of the total occupied ground floor street frontage is a non-residential use.

More background about the policy and criteria are included in the staff memo from June 2017 (Attachment 3).

C. Developments Approved Since the Policy was Approved

Since the policy was approved in 2017 staff has applied the criteria to four developments that have been reviewed by Planning Commission and City Council. A summary of the results for each case is provided in the table below.

| Project Name/Case Number | Date of Approval | Residents Eligible for Permits? | Reason |
|---|-------------------------|--|--|
| 312 & 316 South Washington Street (SUP 2017-0030) | June 2017 | Yes | Project did not include more than 10 units |
| 211 Strand (DSUP 2016-0003) | February 2018 | No | Exceeds 85% on-street parking occupancy AND exceeds 50% non-residential street frontage |
| Crowne Plaza (DSUP 2017-0011) | April 2018 | Yes | Parking study showed parking in the area was less than 85% occupancy; Non-residential uses did not occupy more than 50% of the street frontage |
| Abingdon Place (DSUP 2017-0014) | May 2018 | Yes | Parking study showed parking in the area was less than 85% occupancy; No non-residential uses with this project |

In addition, there were four development cases approved between 2015 and 2017 that included a condition that would make the residents ineligible for permits unless a policy was developed that would otherwise allow them to obtain permits. Now that a policy has been approved, staff can determine whether residents are eligible for permits. The table below summarizes the results for these developments.

| Project Name/Case Number | Residents Eligible for Permits based on Policy? | Reason |
|--|--|---|
| Robinson Terminal South (DSUP 2014-0006) | No | Exceeds 85% on-street parking occupancy |
| Robinson Terminal North (DSUP 2014-0007) | No | Exceeds 50% non-residential street frontage |
| Edens (DSUP 2015-0019) | No | Exceeds 50% non-residential street frontage |
| ARHA Ramsay (DSUP 2014-0045) | No* | * |

* This application did not trigger a parking study. To determine whether residents are eligible for permits, a parking study must be submitted showing the parking conditions in the area do not exceed 85%.

D. Chatham Square Approvals

The Chatham Square townhouse development was approved in 2002. The development was one of the City's first redevelopment projects with the Alexandria Redevelopment and Housing Authority (ARHA). Under this project, the existing 100 ARHA housing units were redeveloped into a mix of 152 townhouse and multifamily units, of which 100 were market rate units and 52 were replacement ARHA units. The remaining 48 ARHA units were constructed at other locations in the City. The development was approved under a DSUP and included a rezoning and master plan amendment of the property from RM to CRMU-X to allow additional floor area and units on the site.

A parking reduction for 9 spaces was approved with the DSUP. Each of the market rate units provided the required 2 spaces per unit, but the parking reduction was needed to provide a lower ratio of 1.8 spaces per unit for the ARHA units. This parking reduction was approved using information provided in the parking study which showed the parking demand at other public housing sites was only 0.8 spaces per unit. Additionally, the staff report noted that visitor parking for the development, typically 15% of the parking requirement although this was not a specific zoning requirement, would be provided on the adjoining public streets.

E. Site Context

Chatham Square is two full city blocks bounded by Pendleton Street, North Royal Street, Princess Street, and North Pitt Street. The southern block is within the Old Town planning area and the northern block is within the Old Town North planning area. Neither block is in a historic district. All of the block faces adjacent to the development have residential parking restrictions for District 2. The Princess Street restrictions are 2-hour, 8AM-2AM, Monday-Saturday and 11AM-2AM Sunday, which match the restrictions on the south side of Princess Street and several of the blocks south of Chatham Square. The rest of the blocks are signed for 3-hr parking, 8AM-5PM, Monday-Friday, which matches the restrictions for most of the blocks with residential parking restrictions north of Princess Street.

The two block Hopkins-Tancil ARHA property is located to the east of Chatham Square across North Royal Street. This site is anticipated for future redevelopment into a new residential development (although no plans have been submitted at this time). Since this site is within District 2, during that review, the staff will use the policy to determine whether residents of the development should be eligible for permits. The WMATA bus barn property is north of Chatham Square across Pendleton Street and is currently being considered for redevelopment into a multifamily building. Since this site is within District 9, staff has coordinated with the developer to outline the scope of the parking survey that will be required in order to determine the resident's eligibility for permits at this development. Garrett's Mill (townhouse development constructed 2003), Brightleaf and Cooper (townhouse development constructed in 2016), and Bullfinch Square (townhouse development constructed in 1990) are located west of Chatham Square across North Pitt Street. All of these developments have off-street parking, but the residents are eligible for residential parking permits. South of Chatham Square across Princess Street are townhouses constructed in the 1960/1970s. None of these townhouses have off-street parking.

III. STAFF ANALYSIS

A. Consideration under the policy

As noted above, the policy was developed to help guide decisions for new residential developments proposed in existing residential parking districts. When the policy was approved, developments that had been previously approved and included conditions restricting residents from obtaining permits were not automatically changed based on whether they could comply with the policy. As with any development approval that is decided by the Planning Commission or City Council during a public hearing, once a development is approved conditions cannot be amended unless that change is reviewed and approved by the Planning Commission or City Council.

This process of considering changes to an approved DSUP has occurred several times in the past including the following cases listed below. This list is not intended to be an exhaustive list of all amendments to previously approved development but rather a sample of cases that have been considered to show this process has occurred in the past. While these cases have varied in terms of complexity and opposition from the public, the cases were all amendments to previously approved projects that were reconsidered through a public process.

- AHC St. James – Amendment to change one of the two multi-family buildings to townhouses (DSUP 2016-0021)
- Colonial Height Townhouses – Amendment to remove a condition prohibiting decks (DSUP 2012-0026)
- East Reed Townhouses – Amendment to allow additional height for the townhouses (DSP 2015-0015)
- Edmundson Plaza – Amendment to allow realty office in space designated as retail (DSUP 2014-0038) and amendment to allow an illuminated sign above 35’ (DSUP 2010-0015)
- Landmark Gateway/Modera Tempo – Amendment to reduce amount of retail and parking and add residential units (DSUP 2011-0030)
- National Science Foundation – Two amendments to increase height (DSUP 2013-0018 and DSUP 2011-0020)
- Old Town North Harris Teeter – Amendment to extend the hours of operation for the grocery store (DSUP 2014-0042)

For this specific request, Chatham Square was originally reviewed by the Planning Commission and approved by the City Council in 2002. Similar to the cases listed above, the applicant is requesting an amendment to change the conditions in that approval. This amendment is being reviewed through the same public process it was originally considered under. While the policy is intended to guide review for new development, the applicant has requested reconsideration of their approval in light of the City establishing a formal policy on the issue. Staff has reviewed this request using the policy as guidance and has determined it does not meet either threshold for restricting residents from being eligible for permits. Since the policy was developed to provide a

consistent approach to determining this issue based on the specific context of the site, staff believes it is reasonable to use this policy in reviewing this amendment.

B. Scope of Parking Survey

During the typical development review process, staff works with the developer for a project to determine the scope for a transportation study for the proposed development if one is required. Details for any parking studies required would be discussed during this scoping process, including the hours and days for the survey, number of surveys that should be conducted, and the blocks to include in the survey. Given that this development was already constructed and the sole reason for the DSUP amendment was to request a change to the parking restrictions related to residential parking permits, staff met with representatives from the homeowner's association and their transportation consultant to scope the parking study that would need to be conducted specifically for this request. At this meeting, staff and the consultant discussed peak times and days for conducting the survey using previous experience on other similar projects and knowledge of the area and any activities that may impact parking. To ensure parking was surveyed at peak times, staff required three surveys to be conducted on the following days/times:

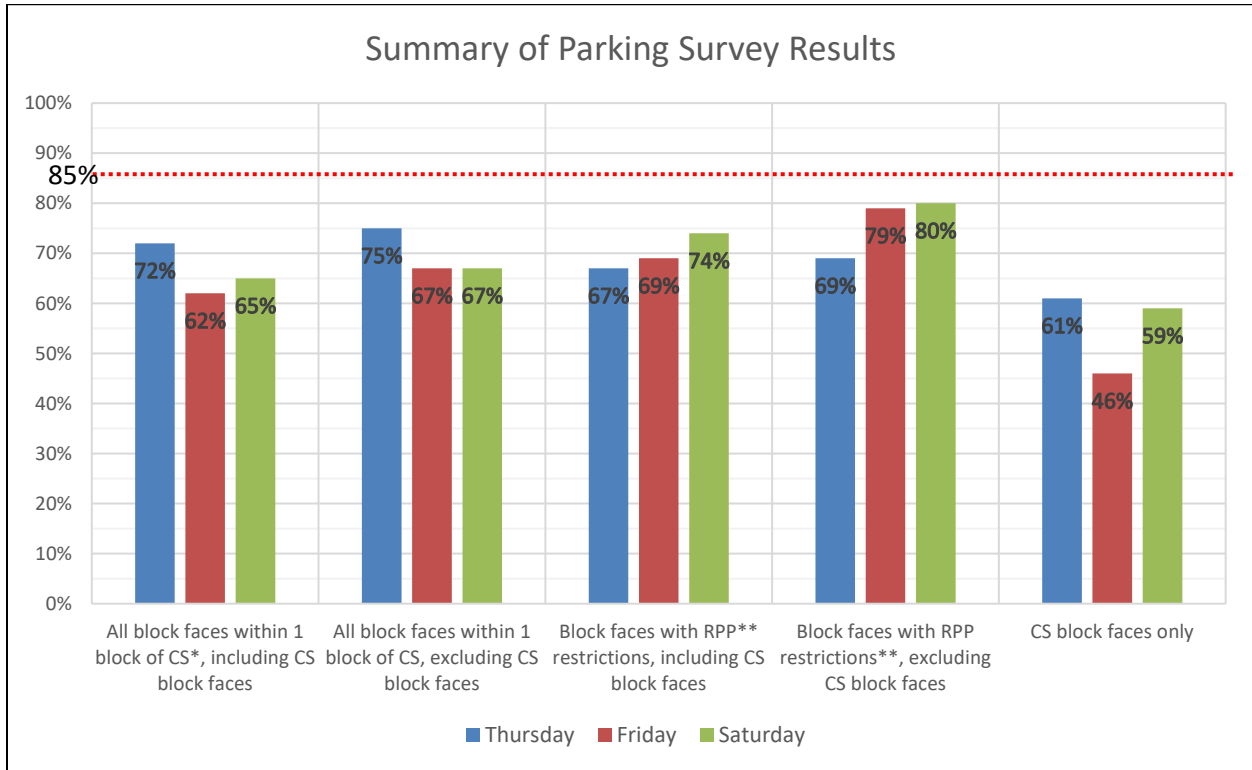
- Weekday at 12PM (Thursday, April 12, 2018)
- Friday at 7 PM (March 16, 2018)
- Saturday at 11AM (March 17, 2018)

Several blocks surrounding Chatham Square have parking restrictions during the week for street sweeping. These restrictions prohibit parking for 2 hours on either Monday or Tuesday. The consultant selected Thursday for the survey to be clear of any abnormalities that might occur as a result of these restrictions. The consultant had originally planned to conduct the weekday survey the week following the Friday and Saturday surveys. However, there was a late snow storm that week that prevented the survey from being conducted. The following two weeks were spring breaks for public and private schools, so the weekday survey was not conducted until after those weeks to ensure typical parking conditions would be observed. The Friday survey time was selected as a time when most residents would be home from work while the highest demand for on-street parking from retail and restaurant uses might be observed. Similarly, the Saturday survey time was selected to capture a time when most residents would be at home and demand from visitors to Old Town for the Farmer's Market and dining and shopping activities would be highest.

Pursuant to the policy, all blocks faces within one block of the development were included in the survey. The consultant noted the posted restrictions for the block face (or section of the block face for those with multiple restrictions), the total spaces on each block face, and the number of vehicles parked. To provide additional information about who was parking on these blocks, the consultant also noted whether the vehicle had a District 2 or District 9 sticker (depending on the block surveyed), a sticker for a different district, a city decal only, or no sticker or decal (indicating they were not a resident of the City).

C. Analysis of Parking Survey Results

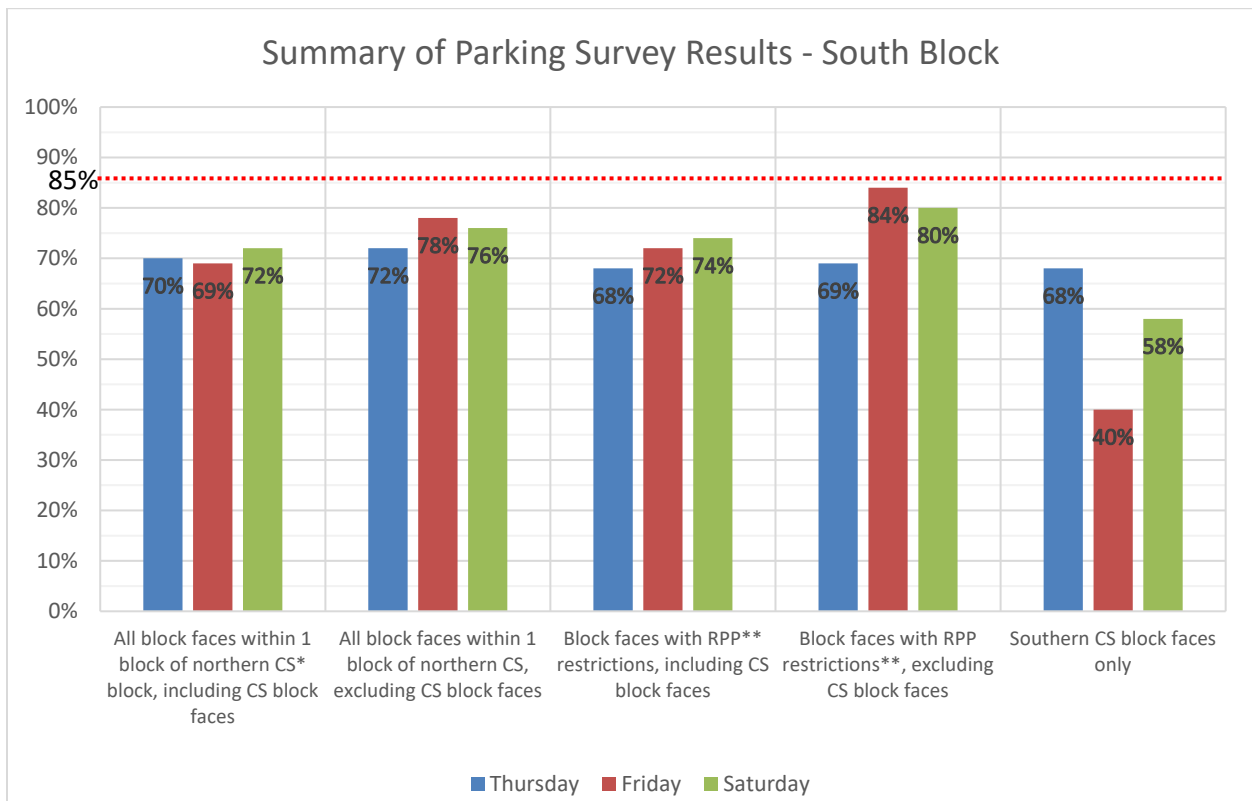
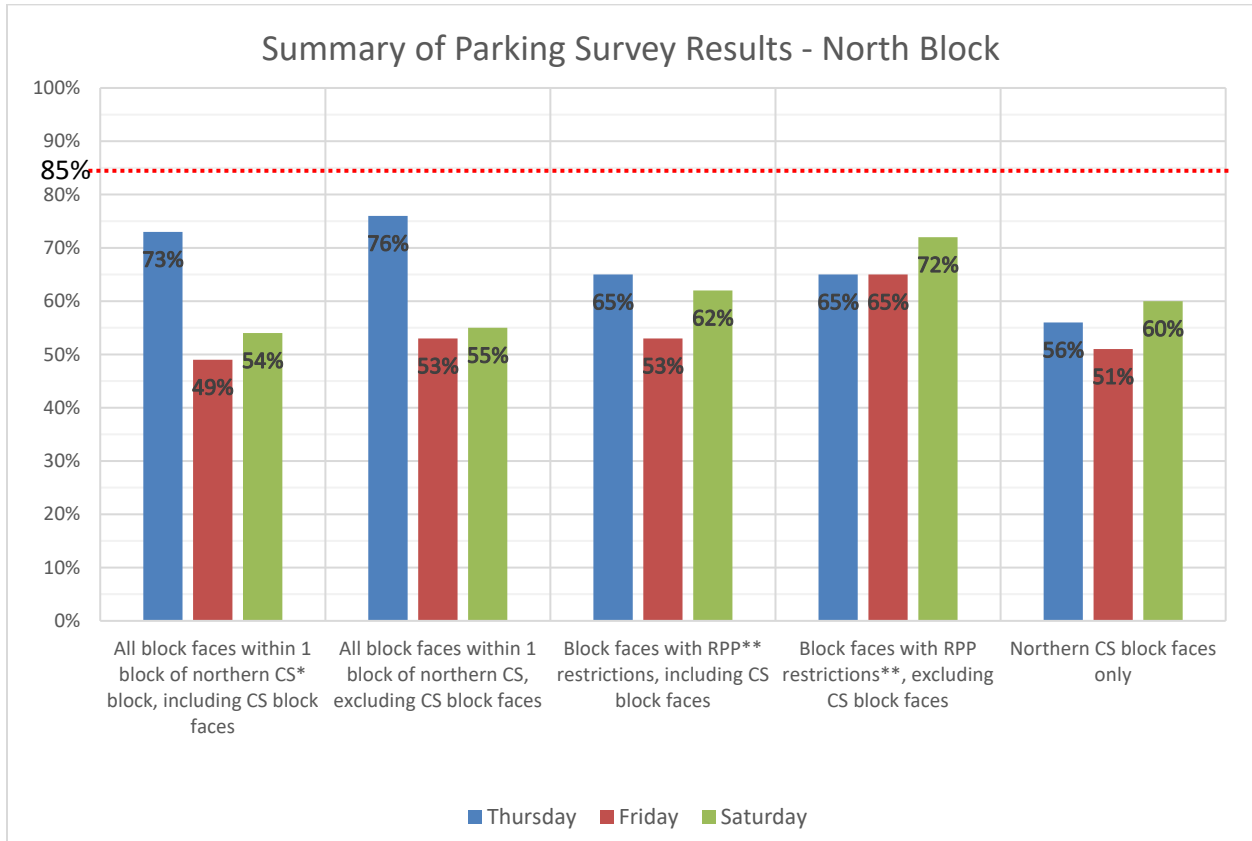
Staff reviewed the data that was collected and looked at the results several different ways to determine if the 85% threshold was ever exceeded. A chart summarizing these results is provided below and a table with more detail is included in Attachment 4. The complete parking survey data is included in Attachment 5.



*CS = Chatham Square

**RPP = Residential Permit Parking (i.e. District 2 or District 9)

A concern mentioned by the public has been the survey area is too large and by including so many blocks, the higher occupancy parking conditions at some blocks is minimized. To address this concern, staff reviewed the data collected and assessed it separately for the north and south blocks. However, breaking it into two blocks did not show the overall parking conditions for the area around each block exceed 85% occupancy. The tables below summarize the parking conditions within one block of the northern Chatham Square block and within one block of the southern Chatham Square block.



Staff also reviewed the individual parking conditions at the block face level. For the 34 block faces that were surveyed each of the three survey days, there were 13 blocks faces on Thursday, 8 block faces on Friday, and 8 block faces on Saturday where parking conditions exceeded 85%. Some of these occurrences were on blocks without parking restrictions or on blocks with RPP restrictions, but the survey was conducted outside of the restricted hours. The two blocks that were consistently above 85% on two or more of the survey dates and were mostly occupied by District 2 vehicles were the 300 blocks of N. Royal Street and N. Pitt Street, which is one block south of Chatham Square. However, within one block of both blocks, the surveys did note lower parking occupancies.

D. Parking Management Options

Staff understands that removing this restriction is of great concern to the surrounding residents, particularly those whose only source of parking is on-street. Based on a review of the parking survey, staff does not believe that allowing the Chatham Square residents access to on-street parking will significantly change the parking conditions in the neighborhood. However, there are opportunities to improve parking management to help improve overall residential parking. The City has started a comprehensive review of the residential permit parking program that is governed by the City Code. This fall staff will be asking for feedback on potential changes to the program and will use this feedback to develop recommendations for a Code amendment that the Council will consider next year. Some of these changes that could help improve parking availability for residents in this neighborhood include (please note these are not approved and public input will be requested on these options):

- Creating smaller districts to discourage residents with district stickers from using their decal to park closer to commercial attractions, such as King Street and the waterfront.
- Consider increasing permit fees to encourage residents with off-street parking to use that parking, and/or consider implementing a cap to the number of permits a household can obtain.
- Streamline the process to request new restrictions or changes to restrictions.
- Allow staff authority to initiate certain changes to district boundaries and/or specific restrictions to address parking issues.

In addition, under the current City Code, residents can currently request changes to the existing restrictions to increase hours of enforcement. With the exception of Princess Street, all of the blocks with RPP restrictions that surround Chatham Square are 3-hour parking, 8AM-5PM, Monday-Friday. Residents of these block faces have the option to request 2-hour parking, later hours, and weekends which may discourage non-residents from parking on these blocks. There are also several residential block faces that do not have any RPP restrictions. Staff can work with the residents to add restrictions to those block faces which would increase the supply of District 2 spaces.

IV. COMMUNITY

As with many parking issues, this application has raised a lot of concern from the community. Staff notified the Old Town Civic Association of the application in the summer. After the applicant posted a public notice on the property indicating an application has been submitted for this property, staff began receiving a number of comments from nearby residents urging the City to retain the conditions from the original approval. The majority of the comments have focused on (1) the importance of upholding conditions of approval that were part of the original DSUP approval and (2) the potential impact to existing residents if Chatham Square residents are able to park on the street.

While staff understands the community's concern about changing previously approved DSUP conditions, this request has not been considered lightly and is being considered through a public process that allows people for and against the request to voice their opinions. As noted above, the process of amending a previously approved DSUP is not unique to this case and has occurred several times in the past.

Regarding the concerns about impacts to on-street parking, using the parking survey results, staff does not believe the overall parking conditions in the neighborhood will significantly change if Chatham Square residents are eligible to purchase permits. On many of the blocks adjacent to the development, parking occupancies were lower than other blocks and could accommodate additional vehicles by Chatham Square residents, many of which already park on the street for portions of the day. In addition, allowing residents to purchase permits does not mean that all residents will park on the street. Parking on-site in provided garages will continue to be more convenient than parking blocks away from their home.

V. CONCLUSION

Using the *Residential Permit Parking for New Development Policy* as guidance, staff finds this development does not exceed the thresholds established in the Policy for triggering a restriction on residents' eligibility for permits. Staff recognizes the Policy is intended to guide decision-making for new development, but believes it is reasonable to use the policy in analyzing this request so that the recommendation is based on a consistent approach that has been and will be used with other developments. Therefore, staff recommends the Chatham Square DSUP be amended to delete conditions 9 and 20.c which prohibit residents from being eligible for permits.

VI. STAFF RECOMMENDATIONS

The following are conditions from the DSUP 2002-0029. Conditions 9 and 20.c are recommended for deletion. All other conditions remain the same.

1. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
 - a. The units shall be refined to provide traditional design and materials more consistent with each architectural style that should include the following:
 - i. The roof form for the Victorian façades shall be revised to be more appropriate type for that style.
 - ii. In Victorian buildings in general, ground floor windows are the largest, and window sizes get progressively smaller on upper floors. On exterior walls of buildings in this style, transoms are typically over doors but not windows; this elevation appears to indicate transoms over windows, revise the plans to address these issues.
 - iii. For the Colonial style facades, with the front entry raised above the grade, accessed by a brick stoop, the siding shall stop at the floor level, with a brick foundation wall below. The dormer windows shall be smaller than those on lower floors.
 - iv. For all of the units the width of shutters needs to equal half the width of the adjacent window.
 - v. The treatment of the rear elevations visible from the public streets shall be revised to provide more traditional window fenestration.
 - vi. Units J and A shall provide a window treatment on the first floor to provide an opaque screen that provides the appearance of habitable space to screen the parked cars to the satisfaction of the Director of P&Z.
 - b. The materials for the front of each unit shall be limited to masonry, precast concrete, cementitious or wood siding as generally depicted on the preliminary plans.
 - c. The rears of units that are visible from the public or private streets (excluding the alleys) shall be masonry or cementitious or wood siding that shall be the same treatment as the front of the unit and treated architecturally with a level of detail consistent with the front elevations.
 - d. (deleted by Planning Commission)
 - e. The units shall continue to provide varying roof materials such as composite shingles and metal roofs as depicted on the preliminary plans.
 - f. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets. Details on the screening methods shall be indicated on the final site plan.
 - g. The roof-top decks that will be visible from the alleys on Pendleton, Oronoco and Princess Streets shall include railing spacing no greater than 2.5" between railings to provide screening for the balconies.
 - h. Color elevations shall be submitted with the final site plan.
 - i. All refinements to the design and materials shall be revised prior to the release of the final site plan. (P&Z)(PC)

2. Architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line. (P&Z)
3. No more than seventeen (17) stoops may exceed 3 ft. in height, no more than ten (10) stoops may exceed 4 ft. in height, no stoop may exceed 5 ft in height. The applicant shall work with staff to reduce the number of stoops that exceed 3 ft. in height and the materials (such as metal vs. brick) of the stoops to the satisfaction of the Director of P&Z. (P&Z) (PC)
4. The vents for the underground parking shall be painted to match the color of the building and shall not exhaust onto the external or the internal sidewalks. (P&Z)
5. The widths of townhouses located on lots #1, 12, 44, 56, 57, 68, 100 and 112 shall be extended one foot into the side yard setbacks for the entire length of the side facade. Townhouses located on lots #14, 25, 32, 43, 81, 88 and 99 shall extend into the front yard by a maximum of 18 inches along the length of the front facade. (City Council)
6. The townhouse garages shall contain a minimum unobstructed dimension of 18 ft. x 18.5 ft. for the two spaces, excluding Unit J which may have two compact parking spaces. Each of the townhouse garages shall also provide a sufficient area for a city standard trash can. The partially below grade parking shall provide parking spaces and drive aisles that comply with the minimum dimension requirements of the Zoning Ordinance. The parking space and drive aisle dimensions shall not include the columns. Provide dimension lines of drive aisle widths on the final site plan. (P&Z)(PC)
7. A maximum of two parking spaces may be assigned for each market rate unit within the partially below grade garage. The applicant and ARHA shall explore the possibility of replacing several ARHA spaces on the internal private streets with visitor spaces. (P&Z) (PC)
8. The applicant shall provide controlled access into the underground garage. The controlled access shall be designed to allow convenient access to the underground parking to the satisfaction of the Director of P&Z. (P&Z)
9. **[CONDITION RECOMMENDED FOR DELETION BY STAFF] ~~None of the market rate or public housing residents of the development shall be eligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8-71.~~ (P&Z)**
10. The internal courtyards/common areas shall provide the level of detail and amenities depicted on the preliminary plan and at a minimum the courtyard shall also provide the following to the satisfaction of the Director of P&Z.
 - a. Amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping etc. shall be provided within the courtyard to encourage its use.
 - b. The wall adjacent to the internal courtyards streets shall be limited to a maximum height of as shown on the approved development plan. In addition, the guardrail

- over the brick wall shall be 50% open. The walls for the internal courtyard shall be brick as generally represented in the preliminary plans.
- c. Decorative metal gates shall be provided for the overland relief points for each block.
 - d. Provide a detail of all walls and fences on the final site plan.
 - e. The applicant install a minimum of two recreational “tot lots” within the two interior courtyards for the use of the market rate and public housing residents. One of the “tot lots” shall be designed for the 1-4 year old age group, the second “tot lot” shall be designed for the 5-8 year old age group. The “tot lots” shall include all the necessary equipment and materials and other items such as fencing or landscaping as deemed necessary by the Department of Parks & Recreation, Planning and Zoning and ARHA. The maintenance for the on-site recreational equipment shall be the responsibility of the Homeowners Association. All equipment and other improvements shall be installed prior to the release of the last certificate of occupancy permit for each block.
 - f. The material for the internal private street within each block shall be entirely decorative pavers. (P&Z)(PC)
11. A minimum 6 ft. wide unobstructed (excluding tree wells, stoops, etc.) brick sidewalks shall be provided along each public street frontage as recommended by the Old Town North Urban Design Guidelines. The sidewalks shall maintain a minimum width of 14-15 ft. (4 ft. tree well, 6 ft. unobstructed sidewalk, 4-5 ft. stoop or stairs) and/or a planting area (foundation plantings) adjacent to each unit. (P&Z)
 12. The sidewalks on Princess, Oronoco and Pendleton Streets shall continue over the proposed alley curb cuts to provide an uninterrupted brick sidewalk. In addition, the sidewalks on Royal and Pitt Street shall continue over the proposed curb cut for the internal private street to provide an uninterrupted brick sidewalk. (P&Z)
 13. The surface for the alleys that are visible from the public right-of-ways shall be stamped and colored bomanite concrete or brick pavers to the satisfaction of the Director of P&Z to reduce the perceived expanse of pavement of the alley. (P&Z)
 14. The street light detail shall be the Virginia Power colonial light fixture for all public and private streets for the development to the satisfaction of the Director of T&ES. (P&Z)
 15. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RC&PA. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
 - a. All street trees shall be planted in a continuous planting trough with aeration, drainage and irrigation systems. The trough shall be large enough to provide sufficient arable soil volume to support adequate moisture for the tree. A planting trough for a single tree shall contain a minimum of 300 cubic feet of soil. Troughs shall be a minimum of thirty inches deep and six feet wide from the face of curb.
 - b. An irrigation system shall be provided for the tree troughs.
 - c. The street trees shall be a minimum of 4" caliper at the time of planting.

- d. The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets through bond release. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.
 - e. The tree wells shall be a minimum dimension of 4 ft. x 6 ft. as generally depicted on the preliminary plan.
 - f. The tree wells shall include City standard decorative tree grates.
 - g. The trees for the internal courtyards shall be a minimum of 5"-6" caliper at the time of planting.
 - h. deleted by Planning Commission.
 - i. deleted by Planning Commission.
 - j. deleted by Planning Commission.
 - k. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - l. The location of all light poles shall be coordinated with the street trees.
 - m. As private trees mature they are to be limbed up by the HOA to a minimum 6 feet. Trees are not to be planted under or near light poles.
 - n. The maximum height for the shrubs is 36 inches.
 - o. All landscaping shall be maintained by the HOA in good condition and replaced as needed.
 - p. All plant materials and specifications shall be in accordance with the current and most up to date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C. (P&Z) (Police) (PC)
16. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the first final site plan for the project. At a minimum, the plan shall include the following:
- a. Phasing for each block and each required public improvement (streets, traffic signals, sidewalks, etc.).
 - b. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
 - c. A plan for temporary pedestrian and vehicular circulation during construction.
 - d. A parking plan for construction workers will be prepared that provides on-site parking for workers. Only after best efforts are made to provide sufficient parking on-site for the construction workers to the satisfaction of the Director of P&Z, will construction workers be allowed to park along the curbs abutting the development site.
 - e. Provisions in the event construction is suspended for 6 months or more for:
 - 1. temporary streetscape improvements
 - 2. removal of debris
 - 3. screening and barrier protection of construction areas and interim open space improvements.
 - f. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z) (PC)

17. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)
18. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
19. All existing and proposed utility poles and overhead electrical/telephone lines for both blocks shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. All transformers shall be located adjacent to the internal alleys as depicted on the preliminary plans or as approved by the Director of P&Z and T&ES. (P&Z)(PC)
20. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future market rate homeowners and public housing residents the requirements of this development special use permit, including the restrictions listed below. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
 - a. Individual townhouse garages and spaces within the partially below grade parking garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.
 - b. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alley. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
 - c. **[CONDITION RECOMMENDED FOR DELETION BY STAFF] ~~Market rate and public housing residents of this development are not eligible for any on-street permit parking permits.~~**
 - d. No decks shall be permitted, except the rooftop decks shown on the approved site plan.
 - e. Exterior changes or additions to units shall not be permitted without approval of City Council or the Director of Planning and Zoning, as determined by the Director.
 - f. No balconies, bay windows, or any other improvements shall be allowed to encroach into the space above an emergency vehicle easement.
 - g. All landscaping and screening shown on the final hardscape plan shall be maintained in good condition and may not be reduced without approval of City Council or the Director of Planning and Zoning, as determined by the Director.
 - h. The Homeowners Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the internal public

- access easement including the streets and sidewalks will be for general public use and the potential liability for the easement. (P&Z)
21. A perpetual public access easement and vehicle ingress/egress easement shall be recorded by the applicant for the entire portion of the internal private street and adjoining sidewalks depicted as “Parcel B” and “Parcel E” of the preliminary plan. The easement shall provide public vehicular and pedestrian access. A plat showing the easement and all required documentation shall be submitted to the City Attorney with the final site plan submission. The easement shall approved by the City Attorney and recorded among the land records prior to the release of the final site plan to the satisfaction of the City Attorney. (P&Z)
 22. A perpetual parking easement shall be provided for lot 13, lot 55, lot 69 and lot 111 as depicted on the preliminary subdivision plan to enable perpetual parking rights for the adjoining market rate units. The easement language shall be depicted on the approved subdivision and approved by the City Attorney prior to the release of a building permit. A parking management plan shall be submitted by the applicant at the time of submission to ensure the proper designation of parking spaces between the market rate and public housing units at the time of submission of the final site plan to the satisfaction of the Director of P&Z. (P&Z)
 23. Freestanding subdivision or development sign(s) that differentiates the proposed development from the existing neighborhood shall be prohibited. (P&Z)
 24. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
 25. A plat of consolidation and final subdivision plan shall be consistent with the final site plan, and shall be approved and recorded prior to the release of the final site plan. The subdivision plan and all easements shall be submitted as part of the final site plan submission. (P&Z)
 26. The applicant shall attempt to secure mail delivery to individual homes from the USPS. If such delivery cannot be secured, two ganged mailboxes per block shall be permitted within the development located within the alley to the satisfaction of the Director of P&Z. (P&Z)(PC)
 27. The applicant shall be allowed to make minor adjustments to the building locations if the changes do not result in the loss of parking, open space, or an increase in the building height or building footprint. (P&Z)
 28. General Note # 13 on sheet C-4 that states “all site plans are subject to revisions by the developer” shall be eliminated. All changes to the site plan where will require a minor or major site plan amendment as defined by the Zoning Ordinance. (P&Z)

29. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
30. Submit a building location survey to the Planning and Zoning staff prior to applying for a certificate of occupancy permit for each unit. (P&Z)
31. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. A separate sales trailer will require approval of a special use permit approved by City Council. (P&Z)
32. Temporary structures for sales personnel, as well as sales/marketing signs, shall be permitted, with the size and site design for such temporary structures, including signs, subject to approval by the Director of Planning and Zoning. (P&Z)
33. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)
34. All utility structures (except fire hydrants) shall be located out of view of public property and rights-of-ways and shall be screened to the satisfaction of the Director of Planning and Zoning. (P&Z)
35. To provide an historical record of the existing buildings, the applicant shall submit large scale 4" x 5" negative black and white record photographs to Historic American Building Survey Standards of the facades of the buildings of Samuel Madden within each block. Two sets of these photographs together with the one set of negatives shall be deposited at both the Special Collections, Alexandria Library as well as the Alexandria Archives and Record Center prior to the issuance of a building permit; physical design detail elements to be determined at the discretion of the Director of the Lyceum are to be removed and deposited in the collections of the Lyceum in consultation with staff of the Department of Planning & Zoning; preparation of a history of the buildings and its occupation shall be prepared by an historian meeting the Secretary of the Interior's qualifications and approved by Planning & Zoning staff prior to the issuance of a building permit. (P&Z)
36. The proposed street trees adjacent to the public street, internal private streets and alley intersections shall be setback and additional 5 ft. from the intersections and be limbed up to the satisfaction of the Director of T&ES, the Director of P&Z, and the City Arborist to ensure adequate visibility. The relocated tree and the adjoining tree will be spaced approximately 25 ft. on-center. The remaining street trees will continue to be 30 ft. on-center as depicted on the preliminary landscape plan. The number, species and type of street trees depicted on the preliminary landscape plan shall continue to be provided on the final landscape plan. (P&Z)

37. Developer to comply with the peak flow requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
38. Solid waste services shall be provided by the City. In order for the city to provide solid waste service, the following conditions must be met. The development must meet all the minimum street standards. The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the city or provide containers that are compatible with city collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
39. All refuse/recycling must be placed at the City right-of-way or at locations within the alley entrance throats approved by the Director of T&ES. Refuse collection shall be permitted from the public streets provided that refuse is not stored adjacent to or visible from the street prior to collection. (P&Z)(T&ES) (PC)
40. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (P&Z)
41. The applicant shall modify the concrete "bump-outs" within the proposed alleys maximize turning movements into the townhouse garages, to the satisfaction of the Director of T&ES. (T&ES)(PC)
42. The internal private street entrances shall be 14' wide and provide 25' turning radius for solid-waste trucks. The internal portion of the streets can continue to be 13 ft. as depicted in the preliminary site plan. (T&ES)(P&Z) (PC)
43. The applicant shall provide two (2) stamped asphalt pedestrian crossings, one at N. Royal Street and Pendleton Street and one at N. Royal Street. and Princess Street., or the applicant shall provide \$8,000 for T&ES to install pedestrian crossings. The amount shall be paid prior to the release of the final site. (T&ES)
44. Remove and relocate all sanitary sewers from private alleys to public and private streets, and show on plans the sanitary sewer laterals. (T&ES)
45. Provide a separate sanitary sewer lateral for each unit. (T&ES)
46. The applicant is advised that all storm water designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the

- Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
47. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
 48. Plan must demonstrate to the satisfaction of Director of T&ES that adequate storm water outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
 49. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
 50. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
 51. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
 52. Provide sixteen (16) city standard street cans, to the satisfaction of the Director of T&ES. (T&ES)
 53. A new sanitary sewer main shall be constructed resulting in the separation of the sanitary sewer and discharge of sewage into the Potomac Interceptor. At a minimum the main shall be designed and constructed in conformance with the following: (1) the sanitary sewer main shall be a gravity sewer, and (2) the sanitary sewer shall accept all the sewage flows from the proposed development and from the separated sanitary sewers currently discharging into the combined sewer at the intersection of Royal Street and Princess Street. The final size and alignment shall be approved by the Director of Transportation and Environmental Services. Preliminary analysis estimates the size of the sewer to be 12-inch. Cost for construction can be applied against sewer tap fees (estimated \$420,000). If the cost is greater than the tap fee the remainder can be applied against the requirements for the City's Chesapeake Bay Program. Cost for Chesapeake Bay program will be figured by estimating total BMP treatment cost for project (estimated \$435,000). The estimate for total BMP treatment cost may be reduced if the applicant demonstrates to the satisfaction of the Director of T&ES that on-site BMP treatment meeting the water quality treatment requirements would be less than \$435,000. The Monies not encumbered in the construction of the sewer main will be paid into the City's Environmental Restoration Fund. By completion of this requirement applicant will comply with the City's Chesapeake Bay Program. (T&ES)(PC)
 54. Due to the historic uses at the site and the potential for contamination, the applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer

showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)

55. 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, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed 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. "Clean" backfill shall be used to fill the utility corridors.
 - d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment. Submit 5 copies of each of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

56. Due to the close proximity of the site to airport traffic the following conditions shall be included:
 - a. The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to 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)
 - b. Identify options to minimize noise exposure to future residents at the site, including special construction methods to reduce noise transmission, i.e.:
 1. Triple-pane glazing for windows
 2. Additional wall and roofing insulation.
 3. Installation of resilient channels between the interior gypsum board leaf and the wall studs.
 4. Others as identified by the applicant.
 5. If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Directors of Planning & Zoning and T&ES. (T&ES) (P&Z)

57. Submit a Health and Safety Plan (HASP) indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood and the environment. Submit 5 copies for review, and include approved HASP in final site plan. (T&ES)

58. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. (T&ES)

59. The stormwater collection system is part of the Potomac River watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director T&ES. (T&ES)

60. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
61. A “Certified Responsible Land Disturber” must be named on the erosion and sediment control plan prior to release of the final site plan in accordance with Virginia Erosion Control Law. (T&ES)
62. If fireplaces are to be included 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)
63. Developer shall install bicycle racks for the development per the following criteria: one (1) space per 10 residential units and one (1) visitor space per 50 residential units, or portion thereof to the satisfaction of the Director of T&ES. (T&ES)
64. An emergency vehicle easement conforming to standards for emergency vehicle easements of 18 ft. shall be provided in the following locations: 1) Running from North Royal to North Pitt Street between Proposed Buildings 3 & 6, and Proposed Buildings 5 & 8. 2) Running from North Royal to North Pitt Street between Proposed Buildings 13 & 16, and Proposed Buildings 15 & 18. (Code Enf) (PC)
65. An automatic sprinkler system shall be provided for this project. (Code Enf)
66. The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connections (FDC) to each building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on-site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on-site; e) emergency vehicle easements (EVE) with an eighteen (18) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (Code Enf) (PC)
67. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code Enf)
68. Walls and floors that separate dwelling units shall have an STC and/or ITC rating of at least 60. (Code Enf) (PC)

VII. ATTACHMENTS

1. Residential Permit Parking for New Development Policy
2. Map and list of development approved with and without the restriction
3. June 2017 staff memo for consideration of the policy
4. Summary of parking survey results
5. Complete parking survey data

Residential Permit Parking for New Development Policy

Approved by City Council June 13, 2017

Purpose:

This policy outlines when residents of new development should be ineligible to obtain residential parking permits.

Policy:

Future residents of a development within an existing residential parking district with more than 10 units that is reviewed through an SUP, DSP or DSUP are *not eligible* for obtaining a City issued residential parking permit when either of the following conditions exist:

1. The average on-street parking occupancy is 85% or higher at the time of approval.
2. More than 50% of the total occupied ground floor street frontage is a non-residential use.

Additional Details:

Average On-Street Occupancy:

- Average occupancy will be determined based on parking conditions surveyed prior to the development's review by Planning Commission and City Council (if an SUP or DSUP).
- Parking occupancies will be reviewed with the transportation study for the development during the assumed peak hour and day of the week for the area. Specific survey times and blocks to be surveyed will be determined during the transportation study scoping process.
- The average occupancy will be taken of the number of spaces occupied over the number of spaces surveyed for all applicable block faces within one block of the development. Along block faces without delineated parking spaces, the applicant will assume that a parking space to be approximately twenty (20) feet of curb length, and avoiding restricted areas (e.g. fire hydrants, proximity to intersections, etc.). The Director of T&ES or his/her designee may adjust block faces to be surveyed to address specific circumstances of the parking near the proposed development.

Ground Floor Street Frontage:

- The percentage of non-residential street frontage will be determined using the preliminary site plan.
- Non-occupied spaces such as garages and mechanical areas will not be included in the percentage.
- Residential lobbies shall count as residential frontage.

Application:

At this time the City Code does not allow properties to be removed from a residential permit parking district as part of the development review process. However, staff plans to include this provision as part of the update to the City Code later this year and any developments meeting this criteria would then be removed from the district administratively. In the interim, any developments that are ineligible for residential parking permits will include language in the conditions of approval that restrict residents from obtaining permits until the Residential Permit Parking District Map is updated to remove the property from the district. If parking conditions

change or the building is modified, the affected residents may submit a petition pursuant to Section 5-8-75 to be considered for inclusion in an adjacent permit parking district.

RPP signage will not be permitted on block faces adjacent to the development. The development's SUP/DSP/DSUP conditions will require HOA documents and/or rental agreements to notify residents that they are not eligible for residential parking permits.

Timeframe:

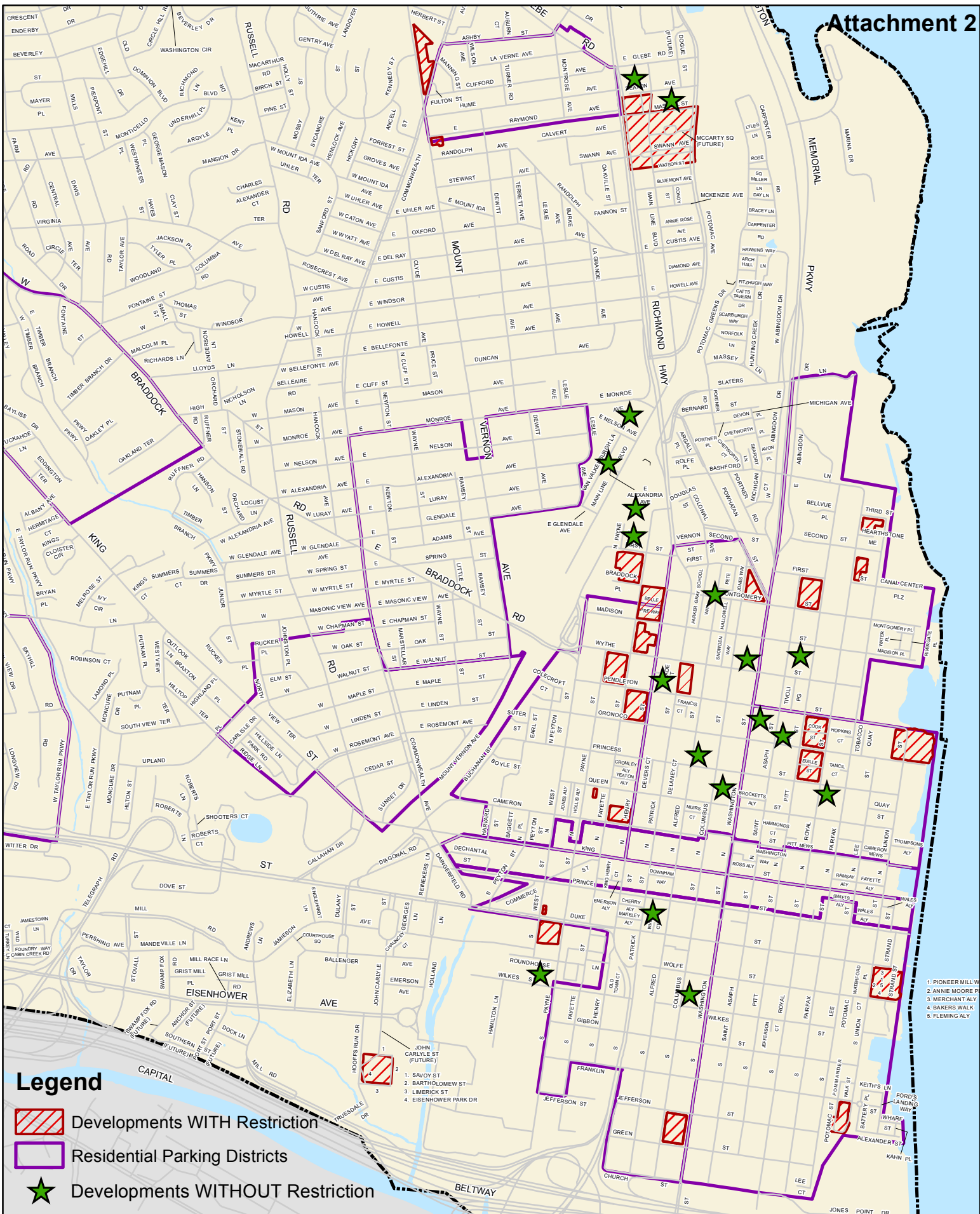
Staff will review the effectiveness and impacts of this policy after at least five (5) years after implementation.

Developments Approved WITH Restriction




| | Development Name | Address | Date approved | Parking District | Notes |
|----|-----------------------------|----------------------------------|----------------------|-------------------------|--|
| 1 | Backyard Boats | 700 block S. Union St | June 2000 | 1 | |
| 2 | Braddock Lofts | 705 N. Fayette St | September 2000 | 5 | |
| 3 | Northampton Place Apartment | 4390 King Street | November 2001 | 8 | |
| 4 | Meridian At Braddock | 1201 Braddock Pl & 1200 First St | October 2002 | n/a | |
| 5 | Chatham Square | 400/500 block N. Royal St | December 2002 | 2 | |
| 6 | Clayborne Apartments | 820 S. Columbus St | December 2003 | 4 | |
| 7 | The Prescott | 1115 Cameron St | October 2004 | 5 | |
| 8 | Abingdon Row | 1023 N. Royal St | November 2004 | 9 | |
| 9 | The Henry | 500 N. Henry St | November 2004 | 5 | |
| 10 | Beasley Square | 238 S. West St | December 2004 | 4 | |
| 11 | Cromley Lofts | 1210 Queen St | June 2005 | 5 | |
| 12 | The Duke (Fannon) | 1300 Duke St | January 2006 | n/a | Across Duke Street from District 4 |
| 13 | 900 N Washington | 900 N. Washington St | September 2006 | 3 | |
| 14 | Printers Row (Windows site) | 1125 N. Royal St | October 2006 | 9 | |
| 15 | PY landbay H | 2501 Jefferson Davis Hwy | October 2006 | n/a | Across Route 1 from District 11 |
| 16 | Carlyle Center | 800 John Carlyle St | December 2006 | n/a | |
| 17 | Station at PY | 650 Maskell St | February 2007 | n/a | Across Route 1 from District 11 |
| 18 | Del Ray Lofts | 2709-2731 Mount Vernon Ave | May 2007 | 11 | Partially within district 11 |
| 19 | Del Ray Central (Triangle) | 3015 Mount Vernon Ave | June 2008 | n/a | Across Commonwealth Avenue from District 11 boundary |
| 20 | The Asher | 620 N. Fayette St | September 2008 | 5 | |
| 21 | The Belle Pre (the Madison) | 800 N. Henry St | February 2011 | 5 | |
| 22 | Robinson Terminal South | 2 Duke St | April 2015 | 1 | |
| 23 | Robinson Terminal North | 500 and 501 N. Union St | October 2015 | 2 | |
| 24 | Edens (ABC Giant) | 530 First St | March 2016 | 9 | |
| 25 | Ramsey | 699 N. Patrick St | November 2016 | 3 | |

Developments Approved WITHOUT Restriction

| | Development Name | Address | Date approved | Parking District | Notes |
|----|-----------------------------------|--|----------------------|-------------------------|--|
| 1 | Old Town Commons | 700, 800 & 900 blocks of N. Alfred St | October 2008 | 3 | |
| 2 | The Kingsley/Harris Teeter | 500 Madison St | June 2011 | 9 | |
| 3 | Braddock Gateway - Phase 1 | 1225 First St | September 2011 | n/a | |
| 4 | PY Townhouses - LB I/J West & L | 1200-2200 blocks of Main Line Blvd | September 2011 | n/a | Near District 6 (Landbay L) |
| 5 | Bell Del Ray (PY LB L) | 625 E. Monroe Ave | January 2012 | n/a | Near District 6 (Landbay L) |
| 6 | The Alric (PY LB G MF) | 731 Seaton Ave | March 2012 | n/a | Near District 11 |
| 7 | Braddock Gateway - Phase 2 | 1100 N. Fayette St | June 2012 | n/a | Near District 3 and 5 |
| 8 | Notch 8/Giant (PY LB G MF) | 2900 Main Line Blvd | October 2012 | n/a | Across Route 1 from District 11 boundary |
| 9 | Princess Street Townhouses | 401-403A N. Alfred St | April 2013 | 3 | |
| 10 | The Middleton | 329-335 N. Royal St | May 2013 | 2 | |
| 11 | Cromley Row | 317-325 N. Columbus St | July 2013 | 3 | |
| 12 | 700 N. Washington | 700 N. Washington St | October 2013 | 3 | |
| 13 | Brightleaf & Cooper (Health Dept) | 500-513 Oronoco St & 513-529 N. St. Asaph St | February 2014 | 2 | |
| 14 | South Patrick St Residences | 204-212 S. Patrick St | June 2014 | 4 | |
| 15 | Wilkes Townhouses | 422-432 S. Columbus St | June 2014 | 4 | |
| 16 | West Parc Townhouses | 1303 Wilkes St | October 2014 | n/a | across the street from District 4 boundary |
| 17 | The Mill | 515 N. Washington St | February 2015 | 2 | |
| 18 | The Park Townhouses (601 N Henry) | 601 N. Henry St | October 2015 | 3 | |



Legend

-  Developments WITH Restriction
-  Residential Parking Districts
-  Developments WITHOUT Restriction

1. PIONEER MILL
2. ANNIE MOORE PL
3. MERCHANT ALY
4. BAKERS WALK
5. FLEMING ALY

Residential Permit Parking Districts and Approved Developments



City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 7, 2017

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: MARK B. JINKS, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Public Hearing and Consideration of a Policy for Issuing Residential Parking Permits for New Development.

BODY

ISSUE: Public hearing and consideration of a policy (Attachment 1) for issuing residential parking permits for new development.

RECOMMENDATION: That City Council approve the proposed policy to use for future development cases that come before the Planning Commission and City Council.

BACKGROUND: As new developments have been proposed within existing neighborhoods, concerns about impacts to parking are often raised from the existing residents. Although new developments are required to provide adequate off-street parking, many residents are concerned that the overall size or type of building will lead to spillover parking onto the public streets. Since many of these residents depend on the public streets as their only source of parking, additional demand for on-street parking could directly impact them. To address this concern, from 2000 to 2008, twenty developments approved through the DSP/DSUP process included a condition that prohibited residents from obtaining residential parking permits that would allow them to park on street.

After several of these developments were constructed and sold or leased to the new residents, staff began to receive complaints from those residents about lack of access to the public street in front of their homes. Many felt that they were being unfairly denied equal access to the public street and since the decision had been made at the time of the development approval, they had little recourse for changing this condition. Partially in response to some of these concerns, starting in 2008, new development approved did not include this condition. From 2008 to 2014, eighteen new developments approved in or near an existing parking district did not include the restriction and residents are eligible for on-street permits.

In 2015, the issue was raised by several citizens during the public hearings for the Robinson Terminal South, Robinson Terminal North, Edens, and ARHA Ramsey sites. As a result, City Council included a condition restricting future residents of these new residential buildings from obtaining district parking permits *unless* a comprehensive policy was established that outlines when and where this would be appropriate. In Spring 2015, the Council directed staff to review this issue and develop a policy, and included this project in the Citywide Parking Work Plan. Attachment 2 is a map of the residential permit parking districts and approved developments. Attachment 3 lists the applicable developments that have been approved with and without this condition since 2000.

The Council received an overview of the proposed policy at their April 4, 2017 legislative meeting. Following a public hearing at the Planning Commission on April 6th, the proposed policy was then discussed at the Council's May 9, 2017 legislative meeting. At that meeting, the Council directed staff to docket this item for a public hearing during their meeting on June 13th.

DISCUSSION: The proposed policy would be applied to any future development with more than 10 units that is reviewed through the Special Use Permit (SUP), Development Site Plan (DSP), or Development Special Use Permit (DSUP) process. The policy suggests using two different criteria as triggers to determine when residents of a new development would then be ineligible for residential parking permits. If either of these criteria are met, the residents would not be able to obtain parking permits.

The first criterion addresses development that is proposed in areas of high on-street parking occupancies. While all new development will still be required to provide adequate off-street parking for the development, staff acknowledges that some residents may prefer to park on the street if it is an option available to them. According to this criteria, if the average on-street parking occupancy around the proposed site is 85% or higher at the time of approval, the restriction would be applied to the development. This is intended to ensure that in areas where parking conditions are documented at being near capacity, new residents would not worsen the conditions by having an option to park on street. Parking professionals generally target 85% occupancy to ensure maximum usage while still retaining roughly every seventh space free.

To determine the average on-street occupancy, staff will require the applicant to conduct the parking survey as part of their application. Staff will work with the applicant during the scoping process to determine the applicable blocks to be included in the survey area and the appropriate survey times. The survey will occur during the peak parking day and hour for the area.

The second criterion addresses development that changes the character of the street from residential to commercial, and therefore calls for different types of on-street parking management. If the ground floor of a proposed building is predominately non-residential, the adjacent on-street parking will likely be used to support those commercial uses. Hourly parking restrictions or meters may be included to promote turnover of these spaces as what is best parking management practices for mixed use development, which would limit residents' ability to park long term adjacent to their residence. In this case, any resident parking on-street from the proposed development would not park in front of their residence and the impact to existing residents would be greater. Furthermore, the development would not be contributing any new

residential parking spaces to the overall district. This criteria states that residents of new developments with more than 50% non-residential ground floor street frontage would not be eligible to obtain parking permits.

To determine the percentage of non-residential ground floor street frontage, staff will use the preliminary plan. Non-occupied spaces such as garages and mechanical areas will not be included in the percentage. Residential lobbies would count as residential frontage.

If an application meets either of these criteria, the site will be removed from the residential permit parking district, which would then make residents within the site ineligible to receive parking permits. Since the site would no longer be within a parking permit district, residential parking permit signage would not be permitted on adjacent block faces. As part of the SUP, DSP, or DSUP conditions, the applicant will be required to notify residents through Home Owners Association (HOA) documents or rental agreements that they are not within a parking permit district and thereby ineligible for on-street parking permits. While the City Code does not currently allow properties to be removed from a residential permit parking district as part of the development review process, staff plans to include this provision as part of the update to the City Code later this year and any developments meeting this criteria would then be removed from the district administratively. In the interim, any developments that are determined to be ineligible for residential parking permits will include language in the conditions of approval that restrict residents from obtaining permits until the Residential Permit Parking District Map is updated to remove the property from the district.

New development cases that do not meet either of these criteria would be eligible for residential parking permits. No conditions restricting the residents from obtaining permits would be included.

Existing Developments with the Restriction:

This policy is intended to provide guidance for decisions on *future* developments. If a policy were endorsed by the Council, the twenty existing developments with the restriction would *not* become automatically eligible for parking permits if their site did not trigger the criteria. Each of these developments included specific conditions of approval that would require a review through the same process they were originally approved to remove the condition. In most cases, this would mean a public hearing before the Planning Commission and City Council. These requests would need to be initiated by the residents of that development rather than by staff. While the policy does not retroactively approve parking permits for existing developments with the restriction, it is important to be aware that some residents in these developments may decide to request an amendment to their DSP/DSUP approval to remove the restriction if the final policy could benefit their specific circumstances.

An exception to applying this policy to already approved development would be for the four developments that were recently approved (Robinson Terminal South, Robinson Terminal North, Edens, and ARHA-Ramsey) where the condition language in the approvals restricts the residents from obtaining permits unless a comprehensive policy is adopted by council. Staff will review the approved final language of the policy if one is endorsed by the Council to determine whether these developments would be eligible for permits. The table on slide 4 of Attachment 4 is a

preliminary analysis of whether these developments would be eligible based on this draft policy. If the projects are determined to be eligible, the residents will be eligible to receive residential parking permits if requested.

Other Parking Management Tools:

This policy is not intended to be the sole tool used to manage parking in residential parking districts. There are additional tools and programs listed in the Citywide Parking Work Plan and Old Town Area Parking Study Work Plan that staff will be considering for implementation in the coming year. These upcoming tools and programs include: a staff initiated process for amending parking districts, a review of parking permit fees and limits, and the consideration of adding “1 hour” as a district option.

Public Outreach:

The draft policy was posted online for public comment in early March and staff also held an open house on March 16th. Staff individually notified many of the civic associations and residents that have been interested and involved in this issue in the past. In addition, information was posted on the T&ES Facebook and Twitter pages as well as an ENews to notify and invite comment on this proposed policy. In general, some citizens were concerned about how this would affect the existing developments that already have the restriction. In terms of specific feedback on the policy language, many citizens commented on the need for the survey times to reflect the actual peak parking conditions rather than the peak during the posted restrictions as originally proposed in the draft policy.

On April 6th, the Planning Commission held a public hearing to receive additional public comment and discuss the proposed policy. Two members of the public spoke at the meeting and their comments focused on how the surveys would be conducted. The Planning Commission voted to recommend approval of the policy with a vote of 5 to 2, with Commissioners Lyle and Macek voting against. The Commission felt the policy was a reasonable approach to addressing the issue through specific criteria about parking conditions near site and about the development. Many of the Commissioners noted that adjusting the price of an on-street parking permit could be a more equitable way to address parking and might encourage residents with off-street parking to use those spaces rather than park on the street. Commissioners Lyle and Macek did not support the policy because they felt it was inequitable to all residents and gave some residents access to a public good while excluding others.

FISCAL IMPACT: The fiscal impact of this ordinance is minor. Depending on whether a development is eligible for parking permits, there may be some small increases to the revenue generated through the residential parking permit program, which goes towards the cost to administer the program. Since the survey requirement will be conducted by the developer as part of their overall transportation study, no additional staff resources will be required. Determination of a development’s eligibility will occur during the normal review process for each development.

ATTACHMENTS:

Attachment 1: Draft Policy

Attachment 2: Residential Permit Parking Map

Attachment 3: List of Developments with and without the restriction
Attachment 4: Presentation

STAFF:

Emily A. Baker, Deputy City Manager

Yon Lambert, AICP, Director, T&ES

Karl Moritz, AICP, Director, P&Z

Carrie Sanders, Deputy Director, T&ES

Chris Ziemann, Division Chief, Transportation Planning, T&ES

Katy North, Principal Planner, Transportation Planning, T&ES

Attachment 4 – Summary of Parking Survey Results

Both Blocks

| | Total Spaces | Parking Occupancy (number of parked vehicles/ percentage occupied) | | |
|--|--------------|---|---------------------|-----------------------|
| | | Thursday, April 12 | Friday, March 16 | Saturday, March 17 |
| All block faces within 1 block of CS*, <i>including</i> CS block faces | 380 | 273 vehicles 72% | 236 vehicles 62% | 248 vehicles 65% |
| All block faces within 1 block of CS, <i>excluding</i> CS block faces | 295 | 221 vehicles 75% | 197 vehicles 67% | 198 vehicles 67% |
| Block faces with RPP** restrictions, <i>including</i> CS block faces | 281 | 188 vehicles 67% | 194 vehicles 69% | 207 vehicles 74% |
| Block faces with RPP restrictions**, <i>excluding</i> CS block faces | 196 | 136 vehicles 69% | 155 vehicles 79% | 157 vehicles 80% |
| CS block faces only | 85 | 52 vehicles 61% | 39 vehicles 46% | 50 vehicles 59% |

*CS = Chatham Square

**RPP = Residential Permit Parking (i.e. District 2 or District 9)

Northern Chatham Square Block

| | Total Spaces | Parking Occupancy (number of parked vehicles/ percentage occupied) | | |
|--|--------------|---|---------------------|-----------------------|
| | | Thursday, April 12 | Friday, March 16 | Saturday, March 17 |
| All block faces within 1 block of CS*, <i>including</i> CS block faces | 258 | 189 vehicles 73% | 127 vehicles 49% | 140 vehicles 54% |
| All block faces within 1 block of CS, <i>excluding</i> CS block faces | 182 | 139 vehicles 76% | 96 vehicles 53% | 101 vehicles 55% |
| Block faces with RPP** restrictions, <i>including</i> CS block faces | 159 | 104 vehicles 65% | 85 vehicles 53% | 99 vehicles 62% |
| Block faces with RPP restrictions**, <i>excluding</i> CS block faces | 83 | 54 vehicles 65% | 54 vehicles 65% | 60 vehicles 72% |
| Northern CS block faces only | 45 | 25 vehicles 56% | 23 vehicles 51% | 27 vehicles 60% |

Southern Chatham Square Block

| | Total Spaces | Parking Occupancy (number of parked vehicles/ percentage occupied) | | |
|--|--------------|--|---------------------|---------------------|
| | | Thursday, April 12 | Friday, March 16 | Saturday, March 17 |
| All block faces within 1 block of CS*, <i>including</i> CS block faces | 278 | 194 vehicles 70% | 192 vehicles 69% | 199 vehicles 72% |
| All block faces within 1 block of CS, <i>excluding</i> CS block faces | 202 | 145 vehicles 72% | 158 vehicles 78% | 153 vehicles 76% |
| Block faces with RPP** restrictions, <i>including</i> CS block faces | 247 | 167 vehicles 68% | 177 vehicles 72% | 182 vehicles 74% |
| Block faces with RPP restrictions**, <i>excluding</i> CS block faces | 171 | 118 vehicles 69% | 143 vehicles 84% | 136 vehicles 80% |
| Southern CS block faces only | 40 | 27 vehicles 68% | 16 vehicles 40% | 23 vehicles 58% |

Attachment 5

Survey Site: Chatham Square
 Date: Friday, March 16, 2018
 Time: 7:00 PM

| Development Proximity | Street | Block | Side | Posted Restrictions | Number of Spaces | Updated Number of Spaces (March 2018) | Number of Parked Vehicles | Number of Vehicles with a District 2 Sticker | Number of Vehicles with Other District Sticker | Number of Vehicles with Only City Decal | Number of Non-City Vehicles | Overall Parking Occupancy | % of District 2 Vehicles | % of Only City Decal Vehicles | % of Non-City Vehicles |
|-------------------------------|-----------|-------|-------|-----------------------------------|------------------|---------------------------------------|---------------------------|--|--|---|-----------------------------|---------------------------|--------------------------|-------------------------------|------------------------|
| Across | N. Pitt | 400 | West | 3HR 8-5 M-F ex D-2 | 13 | 13 | 11 | 4 | 0 | 3 | 4 | 85% | 36% | 27% | 36% |
| Across | N. Pitt | 500 | West | 3HR 8-5 M-F ex D-2 | 9 | 8 | 4 | 1 | 0 | 2 | 1 | 50% | 25% | 50% | 25% |
| Across | N. Pitt | 500 | West | No Restrictions | 4 | 4 | 3 | 2 | 0 | 1 | 0 | 75% | 67% | 33% | 0% |
| Across | N. Royal | 400 | East | No Restrictions | 12 | 13 | 6 | 3 | 0 | 1 | 2 | 46% | 50% | 17% | 33% |
| Across | N. Royal | 500 | East | No Restrictions | 12 | 14 | 6 | 0 | 0 | 4 | 2 | 43% | 0% | 67% | 33% |
| Across | Pendleton | 400 | North | No Restrictions | 4 | 4 | 1 | 0 | 0 | 1 | 0 | 25% | 0% | 100% | 0% |
| Across | Princess | 400 | South | 2HR 8-2 M-S, 11-2 Sun, ex D-2 | 12 | 12 | 12 | 11 | 0 | 1 | 0 | 100% | 92% | 8% | 0% |
| | | | | | 66 | 68 | 43 | 21 | 0 | 13 | 9 | 63% | 49% | 30% | 21% |
| Adjacent | N. Pitt | 400 | East | 3HR 8-5 M-F ex D-2 | 12 | 13 | 4 | 0 | 0 | 1 | 3 | 31% | 0% | 25% | 75% |
| Adjacent | N. Pitt | 500 | East | 3HR 8-5 M-F ex D-2 | 12 | 13 | 7 | 1 | 0 | 2 | 4 | 54% | 14% | 29% | 57% |
| Adjacent | N. Royal | 400 | West | 3HR 8-5 M-F ex D-2 | 12 | 10 | 4 | 2 | 0 | 1 | 1 | 40% | 50% | 25% | 25% |
| Adjacent | N. Royal | 500 | West | 3HR 8-5 M-F ex D-2 | 12 | 14 | 6 | 0 | 0 | 3 | 3 | 43% | 0% | 50% | 50% |
| Adjacent | Oronoco | 400 | North | 3HR 8-5 M-F ex D-2 | 10 | 9 | 5 | 0 | 0 | 3 | 2 | 56% | 0% | 60% | 40% |
| Adjacent | Oronoco | 400 | South | 3HR 8-5 M-F ex D-2 | 8 | 8 | 0 | N/A | N/A | N/A | N/A | 0% | #VALUE! | #VALUE! | #VALUE! |
| Adjacent | Pendleton | 400 | South | 3HR 8-5 M-F ex D-2 | 8 | 9 | 5 | 0 | 0 | 3 | 2 | 56% | 0% | 60% | 40% |
| Adjacent | Princess | 400 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 9 | 9 | 8 | 0 | 0 | 2 | 6 | 89% | 0% | 25% | 75% |
| | | | | | 83 | 85 | 39 | 3 | 0 | 15 | 21 | 46% | 8% | 38% | 54% |
| Within 1 Block | N. Pitt | 300 | East | 2HR 8-2 M-Sa, 11-11 Su ex D-2 | 15 | 15 | 13 | 11 | 1 | 0 | 1 | 87% | 85% | 0% | 8% |
| Within 1 Block | N. Pitt | 300 | West | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 13 | 14 | 13 | 11 | 1 | 1 | 0 | 93% | 85% | 8% | 0% |
| Within 1 Block | N. Pitt | 600 | East | No Restrictions | 16 | 16 | 4 | 0 | 0 | 1 | 3 | 25% | 0% | 25% | 75% |
| Within 1 Block | N. Pitt | 600 | West | No Restrictions | 13 | 11 | 6 | 0 | 1 | 1 | 4 | 55% | 0% | 17% | 67% |
| Within 1 Block | N. Royal | 300 | East | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 12 | 16 | 17 | 15 | 0 | 1 | 1 | 106% | 88% | 6% | 6% |
| Within 1 Block | N. Royal | 300 | West | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 15 | 14 | 15 | 12 | 0 | 1 | 2 | 107% | 80% | 7% | 13% |
| Within 1 Block | N. Royal | 600 | East | 2HR 9-5 M-Sa | 11 | 14 | 5 | 0 | 0 | 2 | 3 | 36% | 0% | 40% | 60% |
| Within 1 Block | N. Royal | 600 | West | 2HR 9-5 M-F | 17 | 13 | 6 | 0 | 1 | 2 | 3 | 46% | 0% | 33% | 50% |
| Within 1 Block | Oronoco | 300 | South | 3HR 8-5 M-F ex D-2 | 11 | 11 | 9 | 0 | 0 | 1 | 8 | 82% | 0% | 11% | 89% |
| Within 1 Block | Oronoco | 300 | North | 3HR 8-5 M-F ex D-2 | 11 | 9 | 7 | 2 | 0 | 2 | 3 | 78% | 29% | 29% | 43% |
| Within 1 Block | Oronoco | 500 | North | 3HR 8-5 M-F ex D-2 | 4 | 11 | 6 | 3 | 0 | 2 | 1 | 55% | 50% | 33% | 17% |
| Within 1 Block | Oronoco | 500 | South | 3HR 8-5 M-F ex D-2 | 6 | 6 | 5 | 3 | 0 | 0 | 2 | 83% | 60% | 0% | 40% |
| Within 1 Block | Pendleton | 300 | South | 3HR 8-5 M-F ex D-2 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0% | #DIV/0! | #DIV/0! | #DIV/0! |
| Within 1 Block | Pendleton | 300 | North | No Restrictions | 9 | 10 | 5 | 0 | 0 | 2 | 3 | 50% | 0% | 40% | 60% |
| Within 1 Block | Pendleton | 500 | North | 3HR 8-5 M-F ex D-9 | 9 | 8 | 7 | 0 | 1 | 3 | 3 | 88% | 0% | 43% | 43% |
| Within 1 Block | Pendleton | 500 | South | 3HR 8-5 M-F ex D-2 | 10 | 6 | 5 | 1 | 0 | 0 | 4 | 83% | 20% | 0% | 80% |
| Within 1 Block | Princess | 300 | South | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 10 | 10 | 9 | 8 | 0 | 1 | 0 | 90% | 89% | 11% | 0% |
| Within 1 Block | Princess | 300 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 11 | 11 | 9 | 1 | 0 | 3 | 5 | 82% | 11% | 33% | 56% |
| Within 1 Block | Princess | 500 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 12 | 11 | 7 | 5 | 0 | 1 | 1 | 64% | 71% | 14% | 14% |
| Within 1 Block | Princess | 500 | South | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 7 | 10 | 6 | 6 | 0 | 0 | 0 | 60% | 100% | 0% | 0% |
| | | | | | 223 | 227 | 154 | 78 | 5 | 24 | 47 | 68% | 51% | 16% | 31% |
| TOTAL | | | | | 372 | 380 | 236 | 102 | 5 | 52 | 77 | 63% | 43% | 22% | 33% |
| Total on RPP Streets | | | | | 274 | 281 | 194 | 97 | 3 | 37 | 57 | 69% | 50.0% | 19.1% | 29.4% |
| Total on Unrestricted Streets | | | | | 70 | 72 | 31 | 5 | 1 | 11 | 14 | 43% | 16.1% | 35.5% | 45.2% |

Survey Site: Chatham Square
 Date: Saturday, March 17, 2018
 Time: 11:00 AM

| Development Proximity | Street | Block | Side | Posted Restrictions | Number of Spaces | Updated Number of Spaces (March 2018) | Number of Parked Vehicles | Number of Vehicles with a District 2 Sticker | Number of Vehicles with Other District Sticker | Number of Vehicles with Only City Decal | Number of Non-City Vehicles | Overall Parking Occupancy | % of District 2 Vehicles | % of Only City Decal Vehicles | % of Non-City Vehicles |
|-------------------------------|-----------|-------|-------|-----------------------------------|------------------|---------------------------------------|---------------------------|--|--|---|-----------------------------|---------------------------|--------------------------|-------------------------------|------------------------|
| Across | N. Pitt | 400 | West | 3HR 8-5 M-F ex D-2 | 13 | 13 | 12 | 6 | 0 | 3 | 3 | 92% | 50% | 25% | 25% |
| Across | N. Pitt | 500 | West | 3HR 8-5 M-F ex D-2 | 9 | 8 | 4 | 3 | 0 | 0 | 1 | 50% | 75% | 0% | 25% |
| Across | N. Pitt | 500 | West | No Restrictions | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 50% | 100% | 0% | 0% |
| Across | N. Royal | 400 | East | No Restrictions | 12 | 13 | 6 | 2 | 0 | 1 | 3 | 46% | 33% | 17% | 50% |
| Across | N. Royal | 500 | East | No Restrictions | 12 | 14 | 9 | 1 | 0 | 6 | 2 | 64% | 11% | 67% | 22% |
| Across | Pendleton | 400 | North | No Restrictions | 4 | 4 | 1 | 0 | 0 | 1 | 0 | 25% | 0% | 100% | 0% |
| Across | Princess | 400 | South | 2HR 8-2 M-S, 11-2 Sun, ex D-2 | 12 | 12 | 10 | 7 | 0 | 0 | 3 | 83% | 70% | 0% | 30% |
| | | | | | 66 | 68 | 44 | 21 | 0 | 11 | 12 | 65% | 48% | 25% | 27% |
| Adjacent | N. Pitt | 400 | East | 3HR 8-5 M-F ex D-2 | 12 | 13 | 5 | 0 | 0 | 1 | 4 | 38% | 0% | 20% | 80% |
| Adjacent | N. Pitt | 500 | East | 3HR 8-5 M-F ex D-2 | 12 | 13 | 8 | 2 | 0 | 2 | 4 | 62% | 25% | 25% | 50% |
| Adjacent | N. Royal | 400 | West | 3HR 8-5 M-F ex D-2 | 12 | 10 | 7 | 3 | 0 | 2 | 2 | 70% | 43% | 29% | 29% |
| Adjacent | N. Royal | 500 | West | 3HR 8-5 M-F ex D-2 | 12 | 14 | 6 | 2 | 0 | 3 | 1 | 43% | 33% | 50% | 17% |
| Adjacent | Oronoco | 400 | North | 3HR 8-5 M-F ex D-2 | 10 | 9 | 9 | 0 | 1 | 3 | 5 | 100% | 0% | 33% | 56% |
| Adjacent | Oronoco | 400 | South | 3HR 8-5 M-F ex D-2 | 8 | 8 | 0 | N/A | N/A | N/A | N/A | 0% | #VALUE! | #VALUE! | #VALUE! |
| Adjacent | Pendleton | 400 | South | 3HR 8-5 M-F ex D-2 | 8 | 9 | 4 | 0 | 0 | 1 | 3 | 44% | 0% | 25% | 75% |
| Adjacent | Princess | 400 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 9 | 9 | 11 | 1 | 0 | 5 | 5 | 122% | 9% | 45% | 45% |
| | | | | | 83 | 85 | 50 | 8 | 1 | 17 | 24 | 59% | 16% | 34% | 48% |
| Within 1 Block | N. Pitt | 300 | East | 2HR 8-2 M-Sa, 11-11 Su ex D-2 | 15 | 15 | 12 | 11 | 0 | 0 | 1 | 80% | 92% | 0% | 8% |
| Within 1 Block | N. Pitt | 300 | West | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 13 | 14 | 13 | 11 | 0 | 0 | 2 | 93% | 85% | 0% | 15% |
| Within 1 Block | N. Pitt | 600 | East | No Restrictions | 16 | 16 | 3 | 0 | 0 | 2 | 1 | 19% | 0% | 67% | 33% |
| Within 1 Block | N. Pitt | 600 | West | No Restrictions | 13 | 11 | 5 | 0 | 0 | 2 | 3 | 45% | 0% | 40% | 60% |
| Within 1 Block | N. Royal | 300 | East | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 12 | 16 | 15 | 12 | 1 | 1 | 1 | 94% | 80% | 7% | 7% |
| Within 1 Block | N. Royal | 300 | West | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 15 | 14 | 13 | 11 | 0 | 0 | 2 | 93% | 85% | 0% | 15% |
| Within 1 Block | N. Royal | 600 | East | 2HR 9-5 M-Sa | 11 | 14 | 5 | 0 | 0 | 3 | 2 | 36% | 0% | 60% | 40% |
| Within 1 Block | N. Royal | 600 | West | 2HR 9-5 M-F | 17 | 13 | 5 | 0 | 0 | 3 | 2 | 38% | 0% | 60% | 40% |
| Within 1 Block | Oronoco | 300 | South | 3HR 8-5 M-F ex D-2 | 11 | 11 | 6 | 1 | 0 | 2 | 3 | 55% | 17% | 33% | 50% |
| Within 1 Block | Oronoco | 300 | North | 3HR 8-5 M-F ex D-2 | 11 | 9 | 5 | 2 | 0 | 0 | 3 | 56% | 40% | 0% | 60% |
| Within 1 Block | Oronoco | 500 | North | 3HR 8-5 M-F ex D-2 | 4 | 11 | 7 | 4 | 0 | 0 | 3 | 64% | 57% | 0% | 43% |
| Within 1 Block | Oronoco | 500 | South | 3HR 8-5 M-F ex D-2 | 6 | 6 | 5 | 2 | 0 | 1 | 2 | 83% | 40% | 20% | 40% |
| Within 1 Block | Pendleton | 300 | South | 3HR 8-5 M-F ex D-2 | 11 | 11 | 6 | 1 | 0 | 4 | 1 | 55% | 17% | 67% | 17% |
| Within 1 Block | Pendleton | 300 | North | No Restrictions | 9 | 10 | 5 | 0 | 0 | 3 | 2 | 50% | 0% | 60% | 40% |
| Within 1 Block | Pendleton | 500 | North | 3HR 8-5 M-F ex D-9 | 9 | 8 | 9 | 0 | 4 | 2 | 3 | 113% | 0% | 22% | 33% |
| Within 1 Block | Pendleton | 500 | South | 3HR 8-5 M-F ex D-2 | 10 | 6 | 6 | 2 | 1 | 2 | 1 | 100% | 33% | 33% | 17% |
| Within 1 Block | Princess | 300 | South | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 10 | 10 | 8 | 8 | 0 | 0 | 0 | 80% | 100% | 0% | 0% |
| Within 1 Block | Princess | 300 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 11 | 11 | 9 | 1 | 0 | 3 | 5 | 82% | 11% | 33% | 56% |
| Within 1 Block | Princess | 500 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 12 | 11 | 9 | 6 | 0 | 1 | 2 | 82% | 67% | 11% | 22% |
| Within 1 Block | Princess | 500 | South | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 7 | 10 | 8 | 8 | 0 | 0 | 0 | 80% | 100% | 0% | 0% |
| | | | | | 223 | 227 | 154 | 80 | 6 | 29 | 39 | 68% | 52% | 19% | 25% |
| TOTAL | | | | | 372 | 380 | 248 | 109 | 7 | 57 | 75 | 67% | 44% | 23% | 30% |
| Total on RPP Streets | | | | | 274 | 281 | 207 | 104 | 7 | 36 | 60 | 74% | 50.2% | 17.4% | 29.0% |
| Total on Unrestricted Streets | | | | | 70 | 72 | 31 | 5 | 0 | 15 | 11 | 43% | 16.1% | 48.4% | 35.5% |

Survey Site: Chatham Square
 Date: Thursday, April 12 2018
 Time: 12:00 PM

| Development Proximity | Street | Block | Side | Posted Restrictions | Number of Spaces | Updated Number of Spaces (March 2018) | Number of Parked Vehicles | Number of Vehicles with a District 2 Sticker | Number of Vehicles with Other District Sticker | Number of Vehicles with Only City Decal | Number of Non-City Vehicles | Overall Parking Occupancy | % of District 2 Vehicles | % of Only City Decal Vehicles | % of Non-City Vehicles |
|-------------------------------|-----------|-------|-------|-----------------------------------|------------------|---------------------------------------|---------------------------|--|--|---|-----------------------------|---------------------------|--------------------------|-------------------------------|------------------------|
| Across | N. Pitt | 400 | West | 3HR 8-5 M-F ex D-2 | 13 | 13 | 6 | 1 | 0 | 0 | 5 | 46% | 17% | 0% | 83% |
| Across | N. Pitt | 500 | West | 3HR 8-5 M-F ex D-2 | 9 | 8 | 5 | 3 | 0 | 0 | 2 | 63% | 60% | 0% | 40% |
| Across | N. Pitt | 500 | West | No Restrictions | 4 | 4 | 3 | 1 | 0 | 1 | 1 | 75% | 33% | 33% | 33% |
| Across | N. Royal | 400 | East | No Restrictions | 12 | 13 | 12 | 1 | 0 | 1 | 10 | 92% | 8% | 8% | 83% |
| Across | N. Royal | 500 | East | No Restrictions | 12 | 14 | 12 | 0 | 1 | 6 | 5 | 86% | 0% | 50% | 42% |
| Across | Pendleton | 400 | North | No Restrictions | 4 | 4 | 5 | 0 | 0 | 2 | 3 | 125% | 0% | 40% | 60% |
| Across | Princess | 400 | South | 2HR 8-2 M-S, 11-2 Sun, ex D-2 | 12 | 12 | 7 | 5 | 0 | 1 | 1 | 58% | 71% | 14% | 14% |
| | | | | | 66 | 68 | 50 | 11 | 1 | 11 | 27 | 74% | 22% | 22% | 54% |
| Adjacent | N. Pitt | 400 | East | 3HR 8-5 M-F ex D-2 | 12 | 13 | 13 | 0 | 0 | 4 | 9 | 100% | 0% | 31% | 69% |
| Adjacent | N. Pitt | 500 | East | 3HR 8-5 M-F ex D-2 | 12 | 13 | 3 | 0 | 0 | 0 | 3 | 23% | 0% | 0% | 100% |
| Adjacent | N. Royal | 400 | West | 3HR 8-5 M-F ex D-2 | 12 | 10 | 10 | 1 | 0 | 6 | 3 | 100% | 10% | 60% | 30% |
| Adjacent | N. Royal | 500 | West | 3HR 8-5 M-F ex D-2 | 12 | 14 | 11 | 2 | 0 | 2 | 7 | 79% | 18% | 18% | 64% |
| Adjacent | Oronoco | 400 | North | 3HR 8-5 M-F ex D-2 | 10 | 9 | 8 | 1 | 0 | 2 | 5 | 89% | 13% | 25% | 63% |
| Adjacent | Oronoco | 400 | South | 3HR 8-5 M-F ex D-2 | 8 | 8 | 2 | 0 | 0 | 1 | 1 | 25% | 0% | 50% | 50% |
| Adjacent | Pendleton | 400 | South | 3HR 8-5 M-F ex D-2 | 8 | 9 | 3 | 0 | 0 | 0 | 3 | 33% | 0% | 0% | 100% |
| Adjacent | Princess | 400 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 9 | 9 | 2 | 1 | 0 | 0 | 1 | 22% | 50% | 0% | 50% |
| | | | | | 83 | 85 | 52 | 5 | 0 | 15 | 32 | 61% | 10% | 29% | 62% |
| Within 1 Block | N. Pitt | 300 | East | 2HR 8-2 M-Sa, 11-11 Su ex D-2 | 15 | 15 | 10 | 5 | 0 | 1 | 4 | 67% | 50% | 10% | 40% |
| Within 1 Block | N. Pitt | 300 | West | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 13 | 14 | 12 | 7 | 0 | 2 | 3 | 86% | 58% | 17% | 25% |
| Within 1 Block | N. Pitt | 600 | East | No Restrictions | 16 | 16 | 16 | 0 | 0 | 7 | 9 | 100% | 0% | 44% | 56% |
| Within 1 Block | N. Pitt | 600 | West | No Restrictions | 13 | 11 | 12 | 0 | 0 | 3 | 9 | 109% | 0% | 25% | 75% |
| Within 1 Block | N. Royal | 300 | East | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 12 | 16 | 15 | 7 | 0 | 2 | 6 | 94% | 47% | 13% | 40% |
| Within 1 Block | N. Royal | 300 | West | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 15 | 14 | 12 | 9 | 0 | 2 | 1 | 86% | 75% | 17% | 8% |
| Within 1 Block | N. Royal | 600 | East | 2HR 9-5 M-Sa | 11 | 14 | 8 | 0 | 0 | 1 | 7 | 57% | 0% | 13% | 88% |
| Within 1 Block | N. Royal | 600 | West | 2HR 9-5 M-F | 17 | 13 | 9 | 0 | 0 | 0 | 9 | 69% | 0% | 0% | 100% |
| Within 1 Block | Oronoco | 300 | South | 3HR 8-5 M-F ex D-2 | 11 | 11 | 4 | 3 | 0 | 1 | 0 | 36% | 75% | 25% | 0% |
| Within 1 Block | Oronoco | 300 | North | 3HR 8-5 M-F ex D-2 | 11 | 9 | 5 | 3 | 0 | 1 | 1 | 56% | 60% | 20% | 20% |
| Within 1 Block | Oronoco | 500 | North | 3HR 8-5 M-F ex D-2 | 4 | 11 | 9 | 2 | 0 | 1 | 6 | 82% | 22% | 11% | 67% |
| Within 1 Block | Oronoco | 500 | South | 3HR 8-5 M-F ex D-2 | 6 | 6 | 7 | 0 | 0 | 2 | 5 | 117% | 0% | 29% | 71% |
| Within 1 Block | Pendleton | 300 | South | 3HR 8-5 M-F ex D-2 | 11 | 11 | 5 | 1 | 0 | 1 | 3 | 45% | 20% | 20% | 60% |
| Within 1 Block | Pendleton | 300 | North | No Restrictions | 9 | 10 | 8 | 0 | 0 | 0 | 8 | 80% | 0% | 0% | 100% |
| Within 1 Block | Pendleton | 500 | North | 3HR 8-5 M-F ex D-9 | 9 | 8 | 8 | 0 | 0 | 1 | 7 | 100% | 0% | 13% | 88% |
| Within 1 Block | Pendleton | 500 | South | 3HR 8-5 M-F ex D-2 | 10 | 6 | 5 | 0 | 0 | 1 | 4 | 83% | 0% | 20% | 80% |
| Within 1 Block | Princess | 300 | South | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 10 | 10 | 7 | 5 | 0 | 1 | 1 | 70% | 71% | 14% | 14% |
| Within 1 Block | Princess | 300 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 11 | 11 | 7 | 1 | 0 | 1 | 5 | 64% | 14% | 14% | 71% |
| Within 1 Block | Princess | 500 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 12 | 11 | 7 | 6 | 0 | 0 | 1 | 64% | 86% | 0% | 14% |
| Within 1 Block | Princess | 500 | South | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 7 | 10 | 5 | 4 | 0 | 0 | 1 | 50% | 80% | 0% | 20% |
| | | | | | 223 | 227 | 171 | 53 | 0 | 28 | 90 | 75% | 31% | 16% | 53% |
| TOTAL | | | | | 372 | 380 | 273 | 69 | 1 | 54 | 149 | 73% | 25% | 20% | 55% |
| Total on RPP Streets | | | | | 274 | 281 | 188 | 67 | 0 | 33 | 88 | 67% | 35.6% | 17.6% | 46.8% |
| Total on Unrestricted Streets | | | | | 70 | 72 | 68 | 2 | 1 | 20 | 45 | 94% | 2.9% | 29.4% | 66.2% |



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2002-0029 **Project Name:** Towns at Chatham Square (original DSUP name, Samuel Madden Homes)

PROPERTY LOCATION: 409 North Pitt Street (Blocks bounded by N. Pitt, N. Royal, Princess, & Pendleton
TAX MAP REFERENCE: 64.02 **ZONE:** CRMU/X

APPLICANT:

Name: Chatham Square Home Owners Association
Address: P.O. Box 52358, Phoenix, AZ 85072-2358

PROPERTY OWNER:

Name: Cardinal Management Group, INC
Address: 4330 Prince William Parkway, Suite 201 Woodbridge, Virginia 22192

SUMMARY OF PROPOSAL Request to amend DSUP 2002-0029 to eliminate language which restricts residents of the Towns at Chatham Square from eligibility for on-street parking permits. Request is made in light of new guidelines adopted by City Council, dated June 2017.

MODIFICATIONS REQUESTED Request to strike Conditions 9 and 20c

SUP's REQUESTED _____

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.

WILLIAM M. JACOBS
Print Name of Applicant or Agent
414 PENDLETON ST
Mailing/Street Address
ALEXANDRIA, VA 22314
City and State Zip Code

William M. Jacobs
Signature
571-269-1521
Telephone # Fax #
WILLIAMMICHAELJACOBS@MAIL.COM
Email address
5/10/2018
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

| | |
|-------------------------------------|--|
| Application Received: _____ | Received Plans for Completeness: _____ |
| Fee Paid and Date: _____ | Received Plans for Preliminary: _____ |
| ACTION - PLANNING COMMISSION: _____ | |
| ACTION - CITY COUNCIL: _____ | |

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: HOA president 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 three percent.

N/A

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.

OWNERSHIP AND DISCLOSURE STATEMENT

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 three 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.

| 1. | Name | Address | Percent of Ownership |
|----|------|---------|----------------------|
| 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 _____ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three 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.

| 1. | Name | Address | Percent of Ownership |
|----|------|---------|----------------------|
| 2. | | | |
| 3. | | | |

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required 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.

| 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. | | |
| 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.

5/10/2018
Date
WILLIAM M. JACOBS
Printed Name

Signature

- 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.)
-

-Applicant is requesting that the residents of the Towns at Chatham Square be eligible to apply for and receive residential parking permits.

-The "Residential Permit Parking for New Development Policy," approved by the City Council on June 13, 2017, modified the previous prohibition of residents of new developments located in residential permit zones from being eligible to obtain a residential parking permit.

-This recently updated policy allows for residents of developments within an existing residential parking district and with more than 10 units to be eligible to apply for and obtain a residential parking permit if the following conditions are true:

- the average on-street parking occupancy is less than 85 percent, and
- 50 percent or less of the occupied ground floor street frontage is a non-residential use.

-Chatham Square satisfies both eligibility requirements. A parking study was conducted in accordance with guidance provided by T&ES staff. This parking study shows that the overall parking occupancy of the on-street parking areas within one block of the development range between 68 and 75 percent, well below the 85 percent threshold.

-The parking study is attached to this application.

-In addition, there is no ground floor street frontage that is non-residential.

-Recognizing that the eligibility criteria have been met, the Applicant is requesting the Planning Commission and the City Council to allow an amendment to the current DSUP which governs the property. Specifically, the Applicant requests to strike two items which currently prohibit residents from participating in the residential parking permit program (Items 9 and 20c).

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

N/A

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

N/A

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

| Day | Hours | Day | Hours |
|-----|-------|-----|-------|
| N/A | | | |
| | | | |
| | | | |
| | | | |
| | | | |

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

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

N/A

B. How will the noise from patrons be controlled?

N/A

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

N/A

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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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:

N/A

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:

N/A

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

N/A

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.

N/A

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?

N/A

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

- N/A _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces
- _____ Other

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

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

N/A

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?

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

- C. Where are off-street loading facilities located?

N/A

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

N/A

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

N/A

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

N/A

MEMORANDUM

TO: Towns at Chatham Square Home Owners Association

FROM: David Samba, P.E., PTOE
Kimley-Horn

DATE: May 10, 2018

SUBJECT: Towns at Chatham Square On-Street Parking Study

Introduction

This memorandum summarizes the findings of a parking study conducted near the Towns at Chatham Square residential community in the City of Alexandria.

Background

The residents of the Towns at Chatham Square are currently ineligible to apply for and receive residential parking permits based on conditions included in DSUP 2002-0029, which govern the property. Since the time of the original DSUP, City Council has approved an update to the residential permit parking policy ("Residential Permit Parking for New Development Policy," approved June 13, 2017).

The updated guidelines state that developments reviewed through DSUP are "not eligible obtaining a City issued residential parking permit when either of the following conditions exist: (1) The average on-street parking occupancy is 85% or higher at the time of approval and (2) more than 50% of the total occupied ground floor street frontage is a non-residential use."

The Towns at Chatham Square have no non-residential component, so condition 2 does not apply.

Accordingly, at the request of the Towns at Chatham Square Homeowners Association, and per the guidance of City of Alexandria staff, a parking study was conducted to determine the average on-street occupancy of the blocks adjacent to, across from, and within one block of the property (see study are in Figure 1)

City staff provided the following data collection guidelines:

- Data to be collect on a typical weekday at 12:00 PM, a typical Friday at 7:00 PM, and a typical Saturday at 11:00 AM
- Data collection should not be collected when school is out of session (i.e., not during spring break)
- The average occupancy will be taken of the number of spaces occupied over the number of spaces surveyed for all applicable block faces within one block of the development. Along block faces without delineated parking spaces, the applicant will assume that a parking space to be approximately twenty (20) feet of curb length, and avoiding restricted areas (e.g. fire hydrants, proximity to intersections, etc.)

Based on this guidance data collection occurred on Friday March 16, 2018, Saturday March 17, 2018, and Thursday April 12, 2018. All days were "typical," i.e. no significant inclement weather or other conditions which would have resulted in any more or less on-street parking (i.e. street cleaning, construction, long duration road closures).

Findings

The parking data collection sheets are attached to this memorandum. High level summaries are as follows:

- Parking occupancy for blocks *adjacent* to the property range from 49 percent to 63 percent
- Parking occupancy for blocks *across* from the property range from 63 percent to 49 percent
- Parking occupancy for blocks *within one block* of the property range from 68 percent to 75 percent
- Overall (entire study area) average Friday evening parking occupancy equals 63 percent
- Overall (entire study area) average Saturday morning parking occupancy equals 67 percent
- Overall (entire study area) average weekday noon parking occupancy equals 73 percent

Conclusion

Based on the observed data, the on-street parking occupancy is generally less than 85 percent near Towns at Chatham Square. This suggests that there is sufficient excess capacity to support on-street parking use by the residents at the Towns at Chatham Square. The current DSUP conditions which restrict the ability to apply for and receive residential parking permits should be reviewed with respect to these findings.

Figure 1: Study Area (in orange)



Survey Site: Chatham Square
 Date: Friday, March 16, 2018
 Time: 7:00 PM

| Development Proximity | Street | Block | Side | Posted Restrictions | Number of Spaces | Updated Number of Spaces (March 2018) | Number of Parked Vehicles | Number of Vehicles with District 2 Sticker | Number of Vehicles with a District 2 Sticker | Number of Vehicles with Other District Sticker | Number of Vehicles with Only City Decal | Number of Non-City Vehicles | Overall Parking Occupancy | % of District 2 Vehicles | % of Only City Decal Vehicles | % of Non-City Vehicles |
|-----------------------|-----------|-----------|------|------------------------------------|-------------------------------|---------------------------------------|---------------------------|--|--|--|---|-----------------------------|---------------------------|--------------------------|-------------------------------|------------------------|
| Across | N. Pitt | 400 West | | 3HR 8-5 M-F ex D-2 | 13 | 13 | 11 | 4 | 4 | 0 | 3 | 4 | 85% | 36% | 27% | 36% |
| Across | N. Pitt | 500 West | | 3HR 8-5 M-F ex D-2 | 9 | 8 | 4 | 1 | 1 | 0 | 2 | 1 | 50% | 25% | 50% | 25% |
| Across | N. Pitt | 500 West | | No Restrictions | 4 | 4 | 3 | 2 | 2 | 0 | 1 | 0 | 75% | 67% | 33% | 0% |
| Across | N. Royal | 400 East | | No Restrictions | 12 | 13 | 6 | 3 | 3 | 0 | 1 | 2 | 46% | 50% | 46% | 33% |
| Across | N. Royal | 500 East | | No Restrictions | 12 | 14 | 6 | 0 | 0 | 0 | 4 | 2 | 43% | 0% | 67% | 33% |
| Across | Pendleton | 400 North | | No Restrictions | 4 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 25% | 0% | 100% | 0% |
| Across | Princess | 400 South | | 2HR 8-2 M-S, 11-2 Sun, ex D-2 | 12 | 12 | 12 | 11 | 11 | 0 | 1 | 0 | 100% | 92% | 8% | 0% |
| | | | | | 66 | 68 | 43 | 21 | 21 | 0 | 13 | 9 | 63% | 49% | 30% | 21% |
| Adjacent | N. Pitt | 400 East | | 3HR 8-5 M-F ex D-2 | 12 | 13 | 4 | 0 | 0 | 0 | 1 | 3 | 31% | 0% | 25% | 75% |
| Adjacent | N. Pitt | 500 East | | 3HR 8-5 M-F ex D-2 | 12 | 13 | 7 | 1 | 1 | 0 | 2 | 4 | 54% | 14% | 29% | 57% |
| Adjacent | N. Royal | 400 West | | 3HR 8-5 M-F ex D-2 | 12 | 10 | 4 | 2 | 2 | 0 | 1 | 1 | 40% | 50% | 25% | 25% |
| Adjacent | N. Royal | 500 West | | 3HR 8-5 M-F ex D-2 | 12 | 14 | 6 | 0 | 0 | 0 | 3 | 3 | 43% | 0% | 50% | 50% |
| Adjacent | Oronoco | 400 North | | 3HR 8-5 M-F ex D-2 | 10 | 9 | 5 | 0 | 0 | 0 | 3 | 2 | 56% | 0% | 60% | 40% |
| Adjacent | Oronoco | 400 South | | 3HR 8-5 M-F ex D-2 | 8 | 8 | 0 | 0 | N/A | N/A | N/A | N/A | 0% | #VALUE! | #VALUE! | #VALUE! |
| Adjacent | Pendleton | 400 South | | 3HR 8-5 M-F ex D-2 | 8 | 9 | 5 | 0 | 0 | 0 | 3 | 2 | 56% | 0% | 60% | 40% |
| Adjacent | Princess | 400 North | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 9 | 9 | 8 | 0 | 0 | 0 | 2 | 6 | 89% | 0% | 25% | 75% |
| | | | | | 83 | 85 | 39 | 3 | 3 | 0 | 15 | 21 | 46% | 8% | 38% | 54% |
| Within 1 Block | N. Pitt | 300 East | | 2HR 8-2 M-Sa, 11-11 Sun, ex D-2 | 15 | 15 | 13 | 11 | 11 | 1 | 0 | 1 | 87% | 85% | 0% | 8% |
| Within 1 Block | N. Pitt | 300 West | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 13 | 14 | 13 | 11 | 11 | 1 | 1 | 0 | 93% | 85% | 8% | 0% |
| Within 1 Block | N. Pitt | 600 West | | No Restrictions | 16 | 16 | 4 | 0 | 0 | 0 | 1 | 3 | 25% | 0% | 25% | 75% |
| Within 1 Block | N. Pitt | 600 West | | No Restrictions | 13 | 11 | 6 | 0 | 0 | 1 | 1 | 4 | 55% | 0% | 17% | 67% |
| Within 1 Block | N. Royal | 300 East | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 12 | 16 | 17 | 15 | 15 | 0 | 1 | 1 | 106% | 88% | 6% | 6% |
| Within 1 Block | N. Royal | 300 West | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 15 | 14 | 15 | 12 | 12 | 0 | 2 | 2 | 107% | 80% | 7% | 13% |
| Within 1 Block | N. Royal | 600 East | | 2HR 9-5 M-Sa | 11 | 14 | 5 | 0 | 0 | 0 | 2 | 3 | 36% | 0% | 40% | 60% |
| Within 1 Block | N. Royal | 600 West | | 2HR 9-5 M-F | 17 | 13 | 6 | 0 | 0 | 1 | 2 | 3 | 46% | 0% | 33% | 50% |
| Within 1 Block | Oronoco | 300 South | | 3HR 8-5 M-F ex D-2 | 11 | 11 | 9 | 0 | 0 | 0 | 2 | 8 | 82% | 0% | 11% | 89% |
| Within 1 Block | Oronoco | 300 North | | 3HR 8-5 M-F ex D-2 | 11 | 9 | 7 | 2 | 2 | 0 | 2 | 3 | 78% | 29% | 29% | 43% |
| Within 1 Block | Oronoco | 500 North | | 3HR 8-5 M-F ex D-2 | 4 | 11 | 6 | 3 | 3 | 0 | 2 | 1 | 55% | 50% | 17% | 17% |
| Within 1 Block | Oronoco | 500 South | | 3HR 8-5 M-F ex D-2 | 6 | 6 | 5 | 3 | 3 | 0 | 2 | 2 | 83% | 60% | 40% | 40% |
| Within 1 Block | Pendleton | 300 South | | 3HR 8-5 M-F ex D-2 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | #DIV/0! | #DIV/0! | #DIV/0! |
| Within 1 Block | Pendleton | 300 North | | No Restrictions | 9 | 10 | 5 | 0 | 0 | 0 | 2 | 3 | 50% | 0% | 40% | 60% |
| Within 1 Block | Pendleton | 500 North | | 3HR 8-5 M-F ex D-2 | 9 | 8 | 7 | 0 | 0 | 1 | 3 | 3 | 88% | 0% | 43% | 43% |
| Within 1 Block | Pendleton | 500 South | | 3HR 8-5 M-F ex D-2 | 10 | 6 | 5 | 1 | 1 | 0 | 4 | 4 | 83% | 20% | 0% | 80% |
| Within 1 Block | Princess | 300 South | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 10 | 10 | 9 | 8 | 8 | 0 | 1 | 0 | 90% | 89% | 11% | 0% |
| Within 1 Block | Princess | 300 North | | 2am M, ex D-2 | 11 | 11 | 9 | 1 | 1 | 0 | 3 | 5 | 82% | 11% | 33% | 56% |
| Within 1 Block | Princess | 500 North | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 12 | 11 | 7 | 5 | 5 | 0 | 1 | 1 | 64% | 71% | 14% | 14% |
| Within 1 Block | Princess | 500 South | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 7 | 10 | 6 | 6 | 6 | 0 | 0 | 0 | 60% | 100% | 0% | 0% |
| | | | | | 223 | 227 | 154 | 78 | 78 | 5 | 24 | 47 | 68% | 51% | 16% | 31% |
| | | | | | 372 | 380 | 236 | 102 | 102 | 5 | 52 | 77 | 63% | 43% | 22% | 33% |
| | | | | | 274 | 281 | 194 | 97 | 97 | 3 | 37 | 57 | 69% | 50.0% | 19.1% | 29.4% |
| | | | | | 70 | 72 | 31 | 5 | 5 | 1 | 11 | 14 | 43% | 16.1% | 35.5% | 45.2% |
| | | | | | TOTAL | | | | | | | | | | | |
| | | | | | Total on RPP Streets | | | | | | | | | | | |
| | | | | | Total on Unrestricted Streets | | | | | | | | | | | |

Survey Site: Chatham Square
 Date: Saturday, March 17, 2018
 Time: 11:00 AM

| Development Proximity | Street | Block | Side | Posted Restrictions | Number of Spaces | Updated Number of Spaces (March 2018) | Number of Parked Vehicles | Number of Vehicles with District 2 Sticker | Number of Vehicles with Other District Sticker | Number of Vehicles with Only City Decal | Number of Non-City Vehicles | Overall Parking Occupancy | % of District 2 Vehicles | % of Only City Decal Vehicles | % of Non-City Vehicles |
|-------------------------------|-----------|-----------|------|------------------------------------|------------------|---------------------------------------|---------------------------|--|--|---|-----------------------------|---------------------------|--------------------------|-------------------------------|------------------------|
| Across | N. Pitt | 400 West | | 3HR 8-5 M-F ex D-2 | 13 | 13 | 12 | 6 | 0 | 3 | 3 | 92% | 50% | 25% | 25% |
| Across | N. Pitt | 500 West | | 3HR 8-5 M-F ex D-2 | 4 | 4 | 4 | 3 | 0 | 0 | 1 | 50% | 75% | 0% | 25% |
| Across | N. Pitt | 500 West | | No Restrictions | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 50% | 100% | 0% | 0% |
| Across | N. Royal | 400 East | | No Restrictions | 12 | 13 | 6 | 2 | 0 | 1 | 3 | 46% | 33% | 17% | 50% |
| Across | N. Royal | 500 East | | No Restrictions | 12 | 14 | 9 | 1 | 0 | 6 | 2 | 64% | 11% | 67% | 22% |
| Across | Pendleton | 400 North | | No Restrictions | 4 | 4 | 1 | 0 | 0 | 1 | 0 | 25% | 0% | 100% | 0% |
| Across | Princess | 400 South | | 2HR 8-2 M-S, 11-2 Sun, ex D-2 | 12 | 12 | 10 | 7 | 0 | 0 | 3 | 83% | 70% | 0% | 30% |
| | | | | | 66 | 68 | 44 | 21 | 0 | 11 | 12 | 65% | 48% | 25% | 27% |
| Adjacent | N. Pitt | 400 East | | 3HR 8-5 M-F ex D-2 | 12 | 13 | 5 | 0 | 0 | 1 | 4 | 38% | 0% | 20% | 80% |
| Adjacent | N. Pitt | 500 East | | 3HR 8-5 M-F ex D-2 | 12 | 13 | 8 | 2 | 0 | 2 | 4 | 67% | 25% | 25% | 50% |
| Adjacent | N. Royal | 400 West | | 3HR 8-5 M-F ex D-2 | 12 | 10 | 7 | 3 | 0 | 2 | 2 | 70% | 43% | 29% | 29% |
| Adjacent | N. Royal | 500 West | | 3HR 8-5 M-F ex D-2 | 12 | 14 | 6 | 2 | 0 | 3 | 1 | 43% | 33% | 17% | 50% |
| Adjacent | Oronoco | 400 North | | 3HR 8-5 M-F ex D-2 | 10 | 9 | 9 | 0 | 1 | 3 | 5 | 100% | 0% | 33% | 56% |
| Adjacent | Oronoco | 400 South | | 3HR 8-5 M-F ex D-2 | 8 | 8 | 0 | N/A | N/A | N/A | N/A | 0% | #VALUE! | #VALUE! | #VALUE! |
| Adjacent | Pendleton | 400 South | | 3HR 8-5 M-F ex D-2 | 8 | 9 | 4 | 0 | 0 | 1 | 3 | 44% | 0% | 25% | 75% |
| Adjacent | Princess | 400 North | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 9 | 9 | 11 | 1 | 0 | 5 | 5 | 122% | 9% | 45% | 45% |
| | | | | | 83 | 85 | 50 | 8 | 1 | 17 | 24 | 59% | 16% | 34% | 48% |
| Within 1 Block | N. Pitt | 300 East | | 2HR 8-2 M-Sa, 11-11 Sun, ex D-2 | 15 | 15 | 12 | 11 | 0 | 0 | 1 | 80% | 92% | 0% | 8% |
| Within 1 Block | N. Pitt | 300 West | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 13 | 14 | 13 | 11 | 0 | 0 | 2 | 93% | 85% | 0% | 15% |
| Within 1 Block | N. Pitt | 600 East | | No Restrictions | 16 | 16 | 3 | 0 | 0 | 2 | 1 | 19% | 0% | 67% | 33% |
| Within 1 Block | N. Pitt | 600 West | | No Restrictions | 13 | 11 | 5 | 0 | 0 | 2 | 3 | 45% | 0% | 40% | 60% |
| Within 1 Block | N. Royal | 300 East | | 2am M, ex D-2 | 12 | 16 | 15 | 12 | 1 | 1 | 1 | 94% | 80% | 7% | 7% |
| Within 1 Block | N. Royal | 300 West | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 15 | 14 | 13 | 11 | 0 | 0 | 2 | 93% | 85% | 0% | 15% |
| Within 1 Block | N. Royal | 600 East | | 2HR 9-5 M-Sa | 11 | 14 | 5 | 0 | 0 | 3 | 2 | 36% | 0% | 60% | 40% |
| Within 1 Block | N. Royal | 600 West | | 2HR 9-5 M-F | 17 | 13 | 5 | 0 | 0 | 3 | 2 | 38% | 0% | 60% | 40% |
| Within 1 Block | Oronoco | 300 South | | 3HR 8-5 M-F ex D-2 | 11 | 11 | 6 | 1 | 0 | 2 | 3 | 55% | 17% | 33% | 50% |
| Within 1 Block | Oronoco | 300 North | | 3HR 8-5 M-F ex D-2 | 11 | 9 | 5 | 2 | 0 | 0 | 3 | 56% | 40% | 0% | 60% |
| Within 1 Block | Oronoco | 500 North | | 3HR 8-5 M-F ex D-2 | 4 | 11 | 7 | 4 | 0 | 0 | 3 | 64% | 57% | 0% | 43% |
| Within 1 Block | Oronoco | 500 South | | 3HR 8-5 M-F ex D-2 | 6 | 6 | 5 | 2 | 0 | 1 | 2 | 83% | 40% | 20% | 40% |
| Within 1 Block | Pendleton | 300 South | | 3HR 8-5 M-F ex D-2 | 11 | 11 | 6 | 1 | 0 | 4 | 1 | 55% | 17% | 67% | 17% |
| Within 1 Block | Pendleton | 300 North | | No Restrictions | 9 | 10 | 5 | 0 | 0 | 3 | 2 | 50% | 0% | 60% | 40% |
| Within 1 Block | Pendleton | 500 North | | 3HR 8-5 M-F ex D-2 | 9 | 8 | 9 | 0 | 0 | 2 | 3 | 113% | 0% | 22% | 33% |
| Within 1 Block | Pendleton | 500 South | | 3HR 8-5 M-F ex D-2 | 10 | 6 | 6 | 2 | 1 | 2 | 1 | 100% | 33% | 33% | 17% |
| Within 1 Block | Princess | 300 South | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 10 | 10 | 8 | 8 | 0 | 0 | 0 | 80% | 100% | 0% | 0% |
| Within 1 Block | Princess | 300 North | | 2am M, ex D-2 | 11 | 11 | 9 | 1 | 0 | 3 | 5 | 82% | 11% | 33% | 56% |
| Within 1 Block | Princess | 500 North | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 12 | 11 | 9 | 6 | 0 | 1 | 2 | 82% | 67% | 11% | 22% |
| Within 1 Block | Princess | 500 South | | 2HR 8-2 M-S, 11 Sun, 2am M, ex D-2 | 7 | 10 | 8 | 8 | 0 | 0 | 0 | 80% | 100% | 0% | 0% |
| | | | | | 223 | 277 | 154 | 80 | 6 | 29 | 39 | 68% | 52% | 19% | 25% |
| TOTAL | | | | | 372 | 390 | 248 | 109 | 7 | 57 | 75 | 67% | 44% | 23% | 30% |
| Total on RPP Streets | | | | | 274 | 281 | 207 | 104 | 7 | 36 | 60 | 74% | 50.2% | 17.4% | 29.0% |
| Total on Unrestricted Streets | | | | | 70 | 72 | 31 | 5 | 0 | 15 | 11 | 43% | 16.1% | 48.4% | 95.5% |

Survey Site: Chatham Square
 Date: Thursday, April 12 2018
 Time: 12:00 PM

| Development Proximity | Street | Block | Side | Posted Restrictions | Number of Spaces | Updated Number of Spaces (March 2018) | Number of Parked Vehicles | Number of Vehicles with a District 2 Sticker | Number of Vehicles with Other District Sticker | Number of Vehicles with Only City Decal | Number of Non-City Vehicles | Overall Parking Occupancy | % of District 2 Vehicles | % of Only City Decal Vehicles | % of Non-City Vehicles |
|-------------------------------|-----------|-------|-------|-----------------------------------|------------------|---------------------------------------|---------------------------|--|--|---|-----------------------------|---------------------------|--------------------------|-------------------------------|------------------------|
| Across | N. Pitt | 400 | West | 3HR 8-5 M-F ex D-2 | 13 | 13 | 6 | 1 | 0 | 0 | 5 | 46% | 17% | 0% | 83% |
| Across | N. Pitt | 500 | West | 3HR 8-5 M-F ex D-2 | 9 | 8 | 5 | 3 | 0 | 0 | 2 | 63% | 60% | 0% | 40% |
| Across | N. Pitt | 500 | West | No Restrictions | 4 | 4 | 3 | 1 | 0 | 1 | 1 | 75% | 33% | 33% | 33% |
| Across | N. Royal | 400 | East | No Restrictions | 12 | 13 | 12 | 1 | 0 | 1 | 10 | 92% | 8% | 8% | 83% |
| Across | N. Royal | 500 | East | No Restrictions | 12 | 14 | 12 | 0 | 1 | 6 | 5 | 86% | 0% | 50% | 42% |
| Across | Pendleton | 400 | North | No Restrictions | 4 | 4 | 5 | 0 | 0 | 2 | 3 | 125% | 0% | 40% | 60% |
| Across | Princess | 400 | South | 2HR 8-2 M-5, 11-2 Sun, ex D-2 | 12 | 12 | 7 | 5 | 0 | 1 | 1 | 58% | 71% | 14% | 14% |
| | | | | | 66 | 68 | 50 | 11 | 1 | 11 | 27 | 74% | 22% | 22% | 54% |
| Adjacent | N. Pitt | 400 | East | 3HR 8-5 M-F ex D-2 | 12 | 13 | 13 | 0 | 0 | 4 | 9 | 100% | 0% | 31% | 69% |
| Adjacent | N. Pitt | 500 | East | 3HR 8-5 M-F ex D-2 | 12 | 13 | 3 | 0 | 0 | 0 | 3 | 23% | 0% | 0% | 100% |
| Adjacent | N. Royal | 400 | West | 3HR 8-5 M-F ex D-2 | 12 | 10 | 10 | 1 | 0 | 6 | 3 | 100% | 10% | 60% | 30% |
| Adjacent | N. Royal | 500 | West | 3HR 8-5 M-F ex D-2 | 12 | 14 | 11 | 2 | 0 | 2 | 7 | 79% | 18% | 18% | 64% |
| Adjacent | Oranoco | 400 | North | 3HR 8-5 M-F ex D-2 | 10 | 9 | 8 | 1 | 0 | 2 | 5 | 89% | 13% | 25% | 63% |
| Adjacent | Oranoco | 400 | South | 3HR 8-5 M-F ex D-2 | 8 | 8 | 2 | 0 | 0 | 1 | 1 | 25% | 0% | 50% | 50% |
| Adjacent | Pendleton | 400 | South | 3HR 8-5 M-F ex D-2 | 8 | 9 | 3 | 0 | 0 | 0 | 3 | 33% | 0% | 0% | 100% |
| Adjacent | Princess | 400 | North | 2HR 8-2 M-5, 11 Sun-2am M, ex D-2 | 9 | 9 | 2 | 1 | 0 | 0 | 1 | 22% | 50% | 0% | 50% |
| | | | | | 83 | 85 | 52 | 5 | 0 | 15 | 32 | 61% | 10% | 29% | 62% |
| Within 1 Block | N. Pitt | 300 | East | 2HR 8-2 M-Sa, 11-11 Su ex D-2 | 15 | 15 | 10 | 5 | 0 | 1 | 4 | 67% | 50% | 10% | 40% |
| Within 1 Block | N. Pitt | 300 | West | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 13 | 14 | 12 | 7 | 0 | 2 | 3 | 86% | 58% | 17% | 25% |
| Within 1 Block | N. Pitt | 600 | East | No Restrictions | 16 | 16 | 16 | 0 | 0 | 7 | 9 | 100% | 0% | 44% | 56% |
| Within 1 Block | N. Pitt | 600 | West | No Restrictions | 13 | 11 | 12 | 0 | 0 | 3 | 9 | 109% | 0% | 25% | 75% |
| Within 1 Block | N. Royal | 300 | East | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 12 | 16 | 15 | 7 | 0 | 2 | 6 | 94% | 47% | 13% | 40% |
| Within 1 Block | N. Royal | 300 | West | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 15 | 14 | 12 | 9 | 0 | 2 | 1 | 86% | 75% | 17% | 8% |
| Within 1 Block | N. Royal | 600 | East | 2HR 9-5 M-Sa | 11 | 14 | 8 | 0 | 0 | 1 | 7 | 57% | 0% | 13% | 88% |
| Within 1 Block | N. Royal | 600 | West | 2HR 9-5 M-F | 17 | 13 | 9 | 0 | 0 | 0 | 9 | 69% | 0% | 0% | 100% |
| Within 1 Block | Oranoco | 300 | South | 3HR 8-5 M-F ex D-2 | 11 | 11 | 4 | 3 | 0 | 1 | 0 | 36% | 75% | 25% | 0% |
| Within 1 Block | Oranoco | 300 | North | 3HR 8-5 M-F ex D-2 | 11 | 9 | 5 | 3 | 0 | 1 | 1 | 56% | 60% | 20% | 20% |
| Within 1 Block | Oranoco | 500 | North | 3HR 8-5 M-F ex D-2 | 4 | 11 | 9 | 2 | 0 | 1 | 6 | 82% | 22% | 11% | 67% |
| Within 1 Block | Oranoco | 500 | South | 3HR 8-5 M-F ex D-2 | 6 | 6 | 7 | 0 | 0 | 2 | 5 | 117% | 0% | 29% | 71% |
| Within 1 Block | Pendleton | 300 | South | 3HR 8-5 M-F ex D-2 | 11 | 11 | 5 | 1 | 0 | 1 | 3 | 45% | 20% | 20% | 60% |
| Within 1 Block | Pendleton | 300 | North | No Restrictions | 9 | 10 | 8 | 0 | 0 | 0 | 8 | 80% | 0% | 0% | 100% |
| Within 1 Block | Pendleton | 500 | North | 3HR 8-5 M-F ex D-9 | 9 | 8 | 8 | 0 | 0 | 1 | 7 | 100% | 0% | 13% | 88% |
| Within 1 Block | Pendleton | 500 | South | 3HR 8-5 M-F ex D-2 | 10 | 6 | 5 | 0 | 0 | 1 | 4 | 83% | 0% | 20% | 80% |
| Within 1 Block | Princess | 300 | South | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 10 | 10 | 7 | 5 | 0 | 1 | 1 | 70% | 71% | 14% | 14% |
| Within 1 Block | Princess | 300 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 11 | 11 | 7 | 1 | 0 | 1 | 5 | 64% | 14% | 14% | 71% |
| Within 1 Block | Princess | 500 | North | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 12 | 11 | 7 | 6 | 0 | 0 | 1 | 64% | 86% | 0% | 14% |
| Within 1 Block | Princess | 500 | South | 2HR 8-2 M-S, 11 Sun-2am M, ex D-2 | 7 | 10 | 5 | 4 | 0 | 0 | 1 | 50% | 80% | 0% | 20% |
| | | | | | 223 | 227 | 171 | 53 | 0 | 28 | 90 | 75% | 31% | 16% | 53% |
| TOTAL | | | | | 372 | 380 | 273 | 69 | 1 | 54 | 149 | 73% | 25% | 20% | 55% |
| Total on RPP Streets | | | | | 274 | 281 | 188 | 67 | 0 | 33 | 88 | 67% | 35.6% | 17.6% | 46.8% |
| Total on Unrestricted Streets | | | | | 70 | 72 | 68 | 2 | 1 | 20 | 45 | 94% | 2.9% | 29.4% | 66.2% |

Chatham Square residents parking revision

Ann Carney <ann@anncarney.com>

Tue 8/28/2018 3:27 PM

To:PlanComm <PlanComm@alexandriava.gov>; katie.north@alexandriava.com <katie.north@alexandriava.com>;

I am writing to voice my dissent regarding the consideration of overturning/revising the agreement between the city and their residents regarding on street parking by Chatham Square residents. I think it is a direct violation of the resident's trust in the City as the issue of parking and resolution of not allowing on street parking was a huge factor in the approval by the residents of the Chatham Square project.

Vote no to overturning the DSUP conditions and long standing parking protection

Thank you

Ann Carney

Parking revision for Chatham Square Residents

Barry Kessel <barrylk@me.com>

Sat 8/25/2018 12:11 PM

To: PlanComm <PlanComm@alexandriava.gov>; Katye North <katye.north@alexandriava.gov>;

My wife and I live at 314 North Pitt Street, about 1/2 block from Chatham Square.

I am opposed to granting parking permit for Chatham Square residents.
There are several facts that bring me to this opinion:

- When this development was created, one of the stipulations, as agreed to by the city, was to grant *a permanent prohibition against the residents of the new CS development from obtaining street parking permits*. The word permanent is significant. When a city cannot be treated to uphold its commitments, citizens will rightfully learn to distrust city government.
- Since CS was built, Old Town North has grown increasingly crowded. Many of the existing homes have little or no off-street parking. There are barely spaces now for those residents who require street parking. People will keep owning cars; their children have cars — they are a necessity to commute to work, buy groceries and navigate northern VA and DC, in spite of the benefits of public transportation.
- Unlike many old town north residents, CS residents HAVE off street parking within their development! They also have access to considerable on-street parking.

I urge you to deny this revision that would permit Chatham Square residents street parking permits. There are 152 residences in Chatham Square. Should they be granted parking permits, those who have no off-street parking will bear the burden of seeking parking within a reasonable distance to their homes, in spite of paying considerable taxes to the city of Alexandria.

Thank you for hearing me out.

b.

Barry Kessel
barrylk@me.com

202 300 6340

To Whom it Should Concern:

Chatham Square HOA President William Jacobs stated in the 08.09.18 Alexandria Times that the Chatham Square fee simple townhouse garages are substandard at 18.6 x 17 ft. and cannot fit two cars. He wants the DSUP revised to permit all 152 units on street parking permits. Why would the city have approved building plans that could not accommodate the two cars per unit when the agreement to this community and the City in the DSUP was that Chatham Square cars would be parked off street? He insults the efforts of so many who worked hard to give the City and EYA the increased density they wanted without overwhelming the community with over 152 cars (if each unit only had a single car.) I know two cars can be parked in the garages. Please see the attached garage study showing four different automobile types that can fit.

I find HOA President William Jacobs argument not an argument that the City has to justify, his complaint justifying the request is just absurd. They all bought the townhouses, a significant purchase, and now they claim were unaware of the garages size and they were unaware of the HOA documents that note they are ineligible for on street parking permits? It is unfathomable. PERIOD. When I bought my house, 12.5 years ago I made sure I read the HOA documents to be aware of what I was buying into.

Having lived in Alexandria for nearly 26 years I pay for many municipal services with my taxes: education, health, welfare, housing and human services programs; public safety and administration of justice; community development, recreation, libraries, consumer assistance, cultural and historic activities; and transportation, environmental services and planning. Parking on the street is not a municipal service. Parking on the street is a paid parking option that the city initiated with parking permits, fees and is an issue with developments for the past 20 years. No one is entitled to street parking.

Revising a DSUP is bad politics. The process to negotiate a DSUP is long, multi-faceted, expensive and can be contentious. The developer negotiates with the community and agrees to the city restrictions in order to get what the developer wants to make the project most cost effective. Buyers of these finished properties with DSUPs have a choice to buy into it or not.

Lastly, the city should not go back on its word to the existing community, it's, again, bad politics. Many in North Old Town are watching what occurs here. With so much development coming to North Old Town we want to trust the Planning Commission and City Council. Elections are coming.

If you are not familiar with Chatham Square please read the Urban Land Institutes evaluation of its evolution. (<https://casestudies.uli.org/wp-content/uploads/2015/12/C037008.pdf>)

Regards,

Cathleen Curtin RA AIA
Principal Architect
501 Princess Street Alexandria VA 22314
Cathleen@CathleenCurtinArchitects.com
www.CathleenCurtinArchitects.com
703 930 9322

I say no to Chatham Sq

Cathleen Curtin <ccurtin1@comcast.net>

Wed 8/15/2018 4:38 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>;

Commissioners,

It has come to my attention that the commission is considering Council and staff to approve the process that would allow the City to break faith with its citizens by overturning long-standing street parking Protections at Chatham Sq.. This must not stand.

HISTORY –For two years from 2000-2002 residents negotiated in good faith with the City, with ARHA, and with EYA to minimize the street parking impact of the large Chatham Square (CS) development replacing the low density Samuel Madden homes. These residents compromised to: 1) allow the site to be rezoned for high density; 2) allow the reduction in open space; and 3) allow a waiver of on-site visitor parking. *In return, the City wrote into the DSUP a permanent prohibition against the residents of the new CS development from obtaining street parking permits.* The CS HOA manual clearly states their ineligibility for street permits. GARAGES AT CS - In response to the street parking prohibition EYA designed two car, industry-standard garages for each private home with ARHA units having an average of 1.8 garage spaces.

PARKING FACTS - CS residents can park on the street without District 2 permits. CS has eight block faces on public streets. On seven of these block faces and those opposing them, CS residents may park without permit or penalty for three hours Monday - Friday between 11:00 a.m. and 5:00 p.m. They may park overnight and until 11:00 the next day. They may park without permit or penalty all day and all night on Saturdays and Sundays. Eighty-nine of the 100 market rate homes thus have private garages for two cars plus access to liberally-regulated parking on their public street. Only eleven Chatham Square homes face Princess St. where parking is more tightly regulated because it is three blocks from King St. and has many older homes with no off-street parking. Princess St. parking is limited to 2 hours daily. CS residents of that one block of Princess St. have easy access to the more liberal parking regulations around their corners on N. Pitt or N. Royal.

*PARKING PERMIT ELIGIBILITY - In 2017 City Council approved a policy making residents of certain *new* developments eligible for street parking permits, even if council had originally denied those permits. Language buried in this new policy for *new developments* surreptitiously set up an uncodified process to allow *retroactive* change to old DSUPs that include street parking permit prohibitions. CS's DSUP was approved sixteen years ago in 2002. It is not "new."

CAN CITIZENS TRUST THE WORD OF CITY POLICY MAKERS EVER AGAIN?

The 2017 process for retroactively changing old legally-specified parking agreements that residents and civic associations negotiated with the City allows the City to abandon those agreements. Therefore, the process undermines the trust that is essential between Alexandria residents and their government.

As a neighbor of Chatham Sq and a resident in Alexandria I say no the overturning conditions of their DSUP or any DSUP.

Cathleen Curtin RA AIA

Principal Architect

501 Princess Street Alexandria VA 22314

Cathleen@CathleenCurtinArchitects.com

Chatham Sq request for parking revision on DSUP

Cathleen Curtin <ccurtin1@comcast.net>

Mon 8/6/2018 7:58 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Commissioners,

I am a resident & adjacent neighbor to Chatham Sq. I write in opposition to their request to overturn the DSUP in regards to parking.

If a DSUP (Development Special Use Permit) can get waived after the development what was the purpose of the negotiation to begin with? Communities and jurisdictions work very hard with developers on these compromises and agreements to benefit all.

In 2005 EYA wanted to max out the 2 block property they purchased from ARHA for their unit prototype with garages and the city wanted subsidized housing on those 2 blocks thus a rezoning was required for the increased density.

"The rezoning increased the number of housing units allowable on the site by 27% over the prior zoning thereby bringing more cars and people into the neighborhood than would have been permitted under the RM zone. The density increase was protested by the neighbors. Many meetings were held; the surrounding neighborhood met with city staff, with ARHA, with developers, with ARHA residents, but in the end the high-density, low parking advocates prevailed. However, the residents of the adjoining streets who have no off-street parking with their homes, demanded protection for their on-street parking."

Chatham Square has sufficient parking on site, 2 spaces per fee simple townhouse and 1.8 per subsidized unit.

They seem to forget. I and the surrounding neighbors have not.

PS The signs Chatham Sq as notices of this pursuit are NOT City signs. Do they have a permit to post these 6 signs?

The community will fight this.

Best regards,

Cathleen Curtin RA AIA

[7039309322](tel:7039309322)

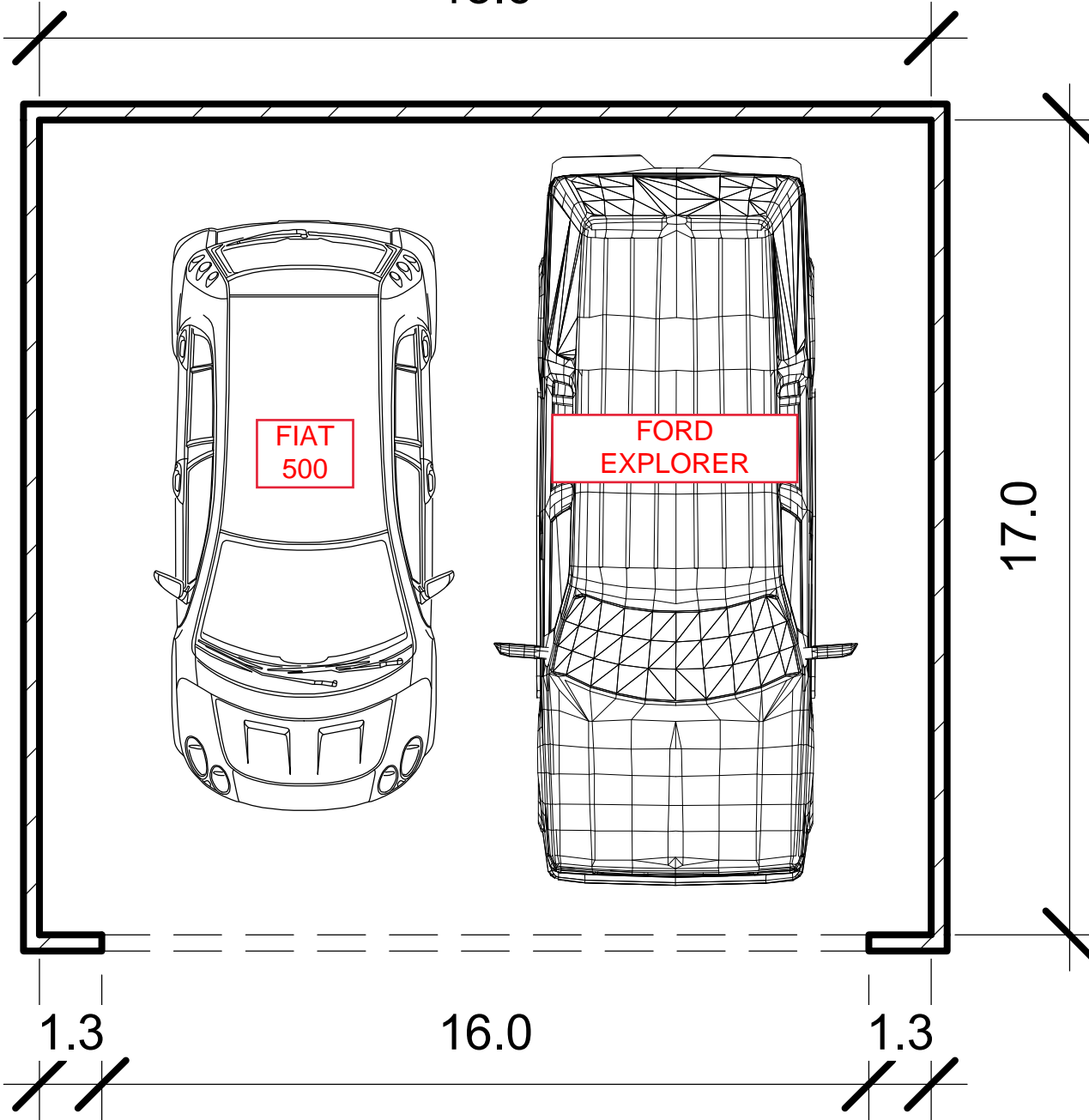
501 Princess St.

Cathleen Curtin RA AIA

7039309322

Sent from my iPhone

18.6



FIAT
500

FORD
EXPLORER

17.0

1.3

16.0

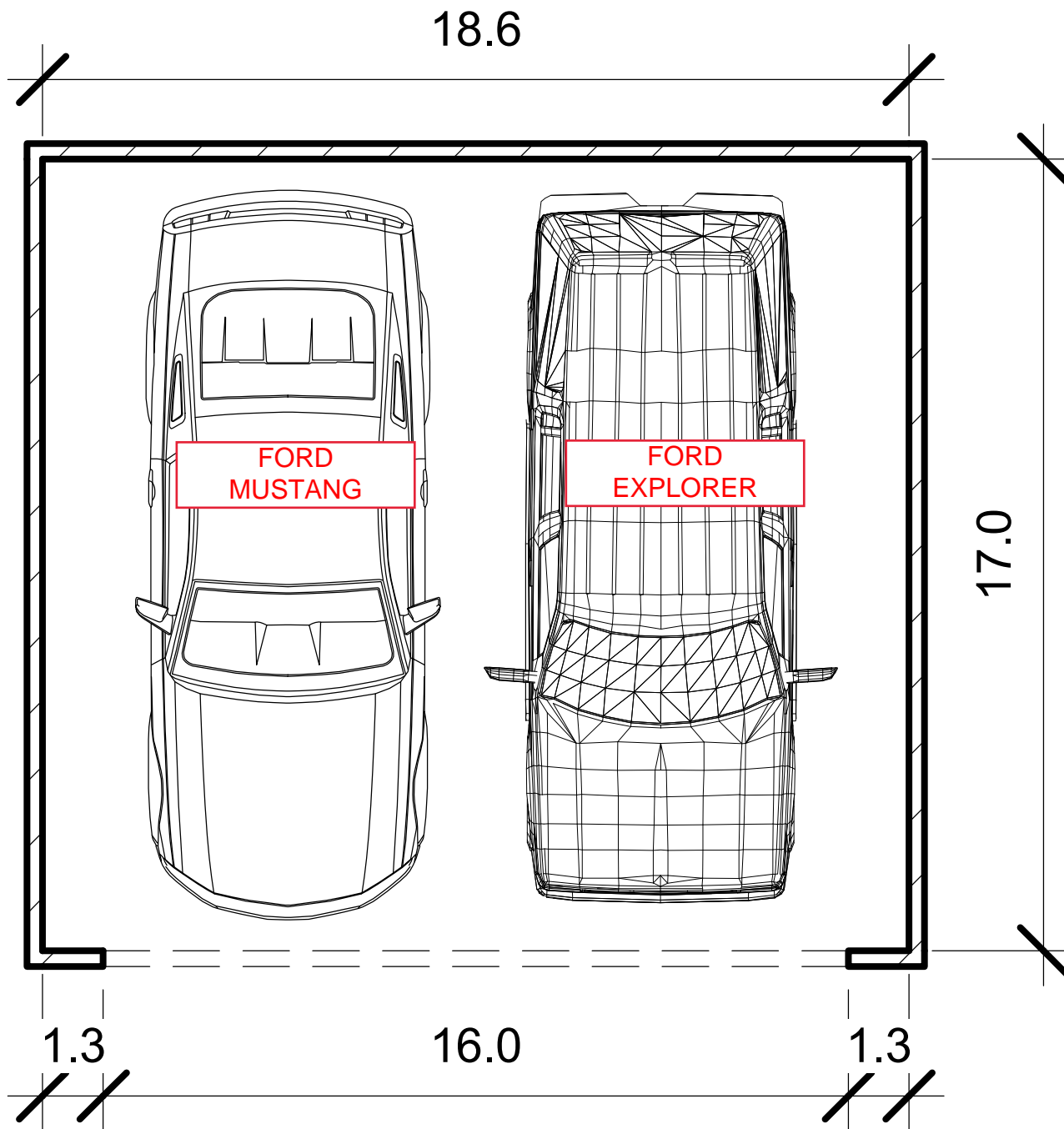
1.3



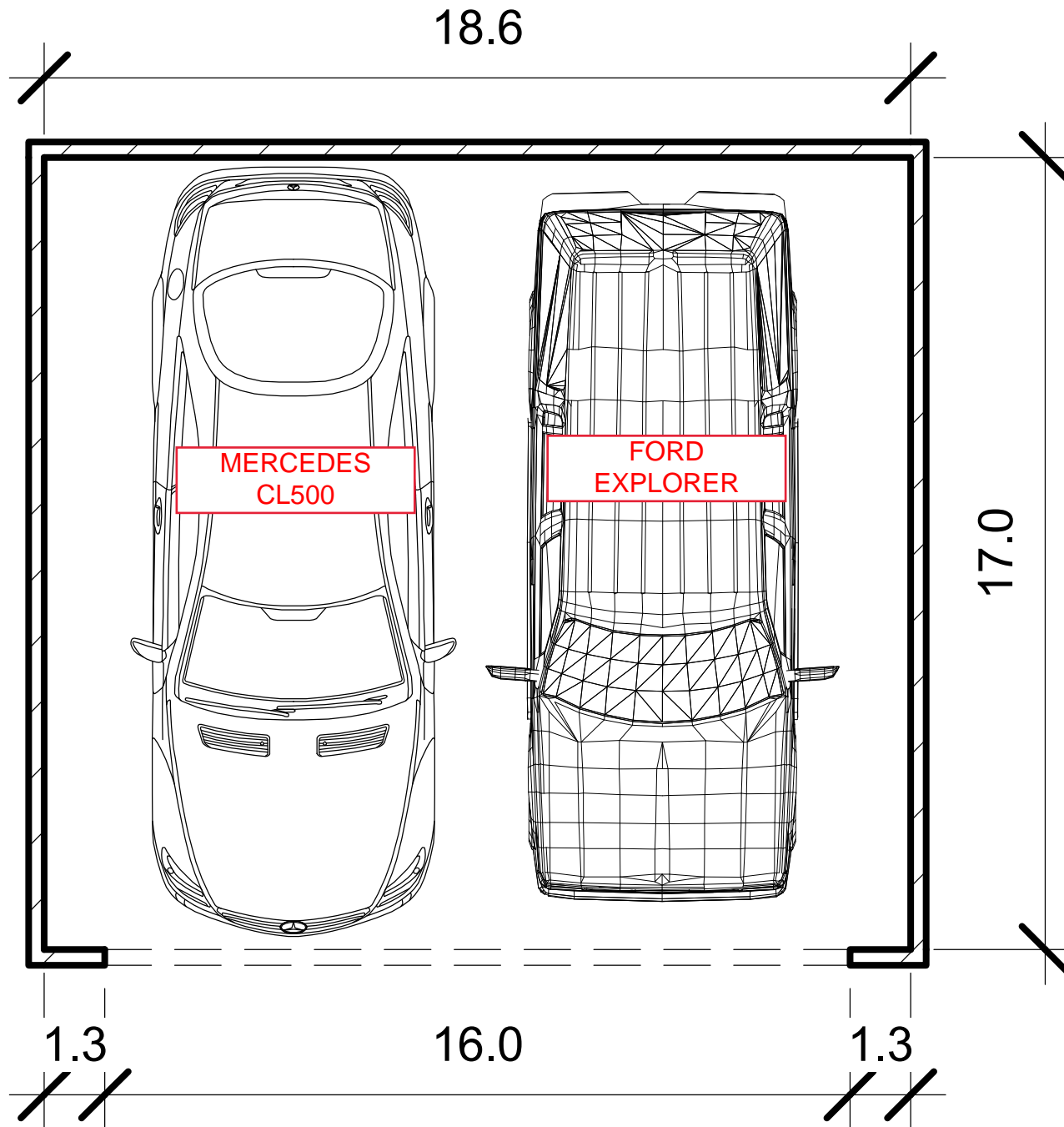
© Immaco SpA



© 2015 Ford



REAR MARK



I own a house at Bulfinch and have lived here for forty years. Each home owner here has 2 dedicated parking places plus we have several guest parking places and street parking. Thus, I think it is unfair to not allow the tax paying Chatham owners to parking on the street. Most of the opponents do not have private parking.

I am writing as a single home owner. The Bulfinch Association Officers have a different view.

H.J. Rosenbaum, Ph.D.
421 North Saint Asaph Street
Alexandria, VA 22314
703-836-7877

9/17/2018

DSUP 2018-0011

[Jeffrey Dienno <jdienno@aol.com>](mailto:jdienno@aol.com)

Mon 9/17/2018 11:41 AM

To: PlanComm <PlanComm@alexandriava.gov>;

 1 attachments (14 KB)

Parking Statement.docx;

Please consider my attached statement in opposition to DSUP 2018-0011 which is currently listed on the docket as the last item to be discussed at the October 2nd Planning Commission meeting. I have also registered to speak at the meeting. Thank you.

Regards, Jeff

Jeffrey B. Dienno
418 Princess Street
Alexandria, VA 22314
571-426-0335

Mr. Chairman and members of the Planning Commission,

I am Jeff Dienno and I reside at 418 Princess Street which borders Chatham Square to the south. I am opposed to this amendment because it will potentially add over 152 cars to our already crowded streets (152 Chatham Square residences x 1 cars per residence = 152 cars). Those of us who live in the 400 block of Princess Street, on the south side, have no garages or off-street parking. We only have street parking and it is already becoming more difficult to find a parking space when I come home from work.

I reviewed the parking study and found two issues omitted. First, the restrictions for parking on Princess St are much more restrictive than those for N. Pitt, N. Royal, Oronoco and Pendleton. This difference affects the parking utilization. Therefore, Princess St should be studied separately, taking into consideration that those of us who live on the south side of the 400 block have no off-street parking. Secondly, the parking spaces in the common garages within Chatham Square should be included in the study. If those spaces are not fully utilized, then ARHA, Chatham Square HOA, and City Staff should discuss the realigning of those spaces before allowing Chatham Square residents to have on-street parking.

I realize this is a difficult issue. But, as mandated by this Commission and City Council in 2002, to minimize the street parking impact of 152 Chatham Square units, residents were provided garage parking for their vehicles. Additionally, parking on N. Pitt, N. Royal, Oronoco, and Pendelton streets is available for 3 hours between 8 AM and 5 PM, Monday through Friday and unlimited from 5 PM to 8 AM weekdays, weekends and holidays. Several years ago we appeared before the Planning Commission and City Council to address a Chatham Square request for Visitor Parking. I worked with the Parking Staff to develop the on-line Visitor Parking form that is available today. I would be happy to work with the Staff again to develop some options to increase the availability of on-street parking for Chatham Square residents short of approving this amendment.

Thank you for your service on this commission and I hope we can create a solution that satisfies most residents.

Jeffrey B. Dienno
418 Princess Street
Alexandria, VA 22314

Chatham Square Parking Revision

Jodie Ochwatt <jodie.ochwatt1@verizon.net>

Tue 8/21/2018 9:04 AM

To:PlanComm <PlanComm@alexandriava.gov>; kayte.north@alexandriava.gov <kayte.north@alexandriava.gov>;

To the city Council, planning commissioner, and the City of Alexandria staff overseeing the docket to revise the eligibility for district 2 on-street parking permits. I am writing to inform you that retroactively changing old legally specified parking arrangements that residence and civic associations negotiated with the city, will have a significant impact on the residence that maintain historical houses and work so hard to keep history alive. I live in a section of row houses that were built in 1880. I used my retirement fund to purchase this house, and my wife and I settled here in Alexandria because we truly believe in the restoration of history. We have no off street parking, and our lifestyle is such that permits the restoration of this charming house. We pay taxes that are above average, and sacrifice our comfort for The benefit of many. We gladly except these trade-offs as a way of life here in Beautiful Old Town, but allowing an increase in parking permits for the new development will only serve to cause resentment among the residence and discouragement from the many visitors to our town. Parking has reached maximum capacity in this area. The policy will cause residence that live around the Chatham Square HOA to lose availability of on street parking, and will erode the trust between Alexandria residence and our city government.

Jodie Ochwatt

Chatham Square Proposed Parking Revision: NO!

Matthew Melmed <summit2000m@gmail.com>

Fri 8/24/2018 2:18 PM

To:PlanComm <PlanComm@alexandriava.gov>;

I recently purchased my town home at 528 North Pitt Street. One of the factors associated with my decision to purchase at this location and move to the city from the suburbs was the availability of on street parking. I am very distressed by the proposal to allow Chatham Square residents, whose development my home faces, the opportunity to secure on-street parking when their original sale documents prohibited this option. I did my research before I purchased and Chatham Square residents had a similar obligation and opportunity. It is hard enough now to find parking near my home. Adding potentially over 100 new cars to the streets will make it near impossible. I urge you NOT TO OVERTURN THE DUSP CONDITIONS AND LONG-STANDING STREET PARKING PROTECTIONS. Matthew Melmed

Dear Mr. Macek:

I am writing to express my opposition to the proposed modifications to the Chatham Square DSUP to allow residents to obtain on-street parking permits. The 2002 DSUP issued by the City of Alexandria included a permanent prohibition against the Chatham Square residents getting on-street parking permits. The developer accepted this restriction (along with making other concessions) in exchange for rezoning to permit higher density, a reduction in required open space, and a waiver of the requirement for on-site visitor parking. This parking restriction is included in the Home Owners' Association documents which are provided to all potential buyers of Chatham Square townhouses.

Overturing the prohibition on on-street parking permits violates the compact between the developer and the surrounding community, a compact that was hammered out through prolonged negotiations. As a neighbor of Chatham Square, I rely on the City to fulfill its responsibility to enforce the DSUP.

I have heard the argument that, as taxpayers, the residents of Chatham Square are entitled to on-street parking permits, that it is a matter of equity. If, in fact, on-street parking were an "entitlement", the City would not be able to regulate on-street parking at all. The City would not have been able to issue the original Chatham Square DSUP with its parking restrictions.

I have also heard that the garages of Chatham Square are not large enough for two vehicles. A local architect has assured me that Chatham Square garages are large enough to accommodate both an SUV and a sedan, which should be more than adequate, especially considering the City's view that more and more people are relying on bicycles and public transportation.

Most importantly, as a resident living less than a block from Chatham Square, I am worried about the impact of modifying the Chatham Square DSUP on the availability of on-street parking for my neighbors who do not have off-street parking. The survey commissioned by the Chatham Square homeowners was flawed: It did not include crucial weekend and end-of-the-workday hours. It also averaged observations across too large an area, including data from block faces where there are few, if any, residences. On-street parking is often limited in the blocks surrounding Chatham Square. And, with the planned work on the City's sewer system, it will be even more constrained in the future.

As a resident, taxpayer and voter, I ask that you reject the proposed modification to Chatham Square's DSUP. Thank you for your consideration.

Merrie Schippereit, 340 N. Pitt Street

Chatham Square

Paul Ostrowski <baybud22@gmail.com>

Wed 8/22/2018 8:49 AM

To:PlanComm <PlanComm@alexandriava.gov>;

Am writing to express my opposition to the Chatham square parking revision that will be considered by the city council in October.

The city imposed the restrictions when the complex was being built and must stand by its decision. Overturning the decision to allow parking permits to the residents now will cause a huge parking issue for all the residents who do not have garage parking and will clearly show favoritism toward Chatham residents who agreed to the original ruling in the first place when they purchased their homes.

Do not compromise your original decisions and agreement with the residents of Chatham Square- we know you will do the right thing here and turn down the request.

V/R Paul Ostrowski

Sent from my iPhone

Chatham Square--Proposed street parking permits

Robert Rowe <roweflight@mindspring.com>

Mon 8/20/2018 11:15 AM

To: PlanComm <PlanComm@alexandriava.gov>;

August 18, 2018

To: Alexandria Planning Commission
Alexandria City Council
Alexandria City Staff coordinator, Katy North

Subject: Proposed street parking permits grant for Chatham Square

From: Robert Rowe, homeowner at 507 Princess St.

I am writing to register my strong objection to Chatham Square's proposal that the City grant District 2 street parking permits to its residents, despite the DSUP for Chatham Square that expressly denies any such street parking permits.

I and other officers of the Bulfinch Square HOA (directly across N. Pitt St. from Chatham Square), along with other community leaders, participated in the heated discussions and negotiations that led to the balanced DSUP for this huge development in 2002. In essence, The City heeded the community's concerns about protecting the scarce street parking resource, particularly for residents who have NO off-street parking options, by requiring the developer to build adequate garage parking on-site (two industry-standard parking spaces per unit) and denying street parking permits, in exchange for the added density and loss of green space the developers wanted for these two blocks. If it were to grant these District 2 parking permits, the City would be breaking trust with the neighborhood residents, who negotiated in good faith with the City, and the builder EYA, by removing this transparent, legally enforceable DSUP parking limitation. Chatham Square is seeking to exploit a possible ambiguous loophole in the confusing 2017 parking policy update, which was ostensibly intended to cover *new* developments.

Reversing these negotiated DSUP parking limitations for Chatham Square surely would make residents question how the City could be trusted to honor *any* similar restrictions under other existing DSUPs, much less in any DSUP negotiations for new developments. As a matter of principal and civic trust, the City must continue to enforce negotiated DSUP's or a dangerous precedent will be set that will invite other residential developments in Old Town to seek to undo their DSUP restrictions as well, using similar tactics. The very integrity and reliability of the City's DSUP process is at stake.

Bulfinch Square is fortunate to have adequate on-site parking on our interior parking lot within our block, but we also use the street parking in front of our houses frequently. Chatham Square's parking consultant's summary street parking utilization statistics, using questionable methodology, glosses over the disparate parking availability we see from block to block, and at on- and off-peak times, in this large area in North Old Town. Allowing all 152 units in this huge development to suddenly get District 2 permits would likely overwhelm available street parking in our area. Our residents complain that street parking spaces are currently very tight or unavailable in early evening and even during the day.

Even allowing just one car per unit at Chatham Square to get a parking permit would add a major additional burden to our already tight street parking. If just 60% of the 100 privately owned Chatham square homes were to take advantage of new street parking permits and placed ONE car on the street, that would add 60 cars parked on the curb in our neighborhood. Each public blackface can accommodate on average 10 cars. Thus, those additional 60 cars would totally fill 6 full block faces of street parking. As terrible as this would be for us Bulfinch Square residents, I shudder to think how nearby homeowners who have NO off-street parking options would be affected.

Any objections from Chatham Square residents that they were unaware of the DSUP parking restrictions, or found the garage parking spaces to be insufficient for their large vehicles, are not valid reasons to weaken or undo the DSUP restrictions. The Chatham Square HOA documents clearly disclose these DSUP street parking restrictions, and the garage bay dimensions for each home were available to be inspected before any sale. Any home buyer must take responsibility for doing his/her own due diligence before a home purchase, and ignorance of HOA documents or City regulations or DSUP's is no excuse.

The City planners have made it a consistent policy objective over the past three decades to encourage off-street parking for new developments in North Old Town. It would be counter productive and detrimental to this sensible policy and residential neighbors' interests, to effectively reverse or undo these rigorously negotiated street parking restrictions through an arcane 2017 parking policy technical loophole, which received no input from the greater community. It would be a travesty if the City vitiated its existing DSUP rules, in an underhanded, surreptitious way, merely to appease the many additional residents which the DSUP's much higher density allowed in the first place.

I am appending below for your consideration an elaborated summary of our objections, written by our knowledgeable neighbor, Carolyn Merck, who was intimately involved in the DSUP negotiations over 2000-2002.

I urge you to deny Chatham Square's request for any District 2 parking permits.

Robert Rowe

507 Princess St.
Bulfinch Square HOA

Attachment:

RESIDENTIAL PARKING PERMITS 2018 ~ CHATHAM SQUARE ~ BRIEF NOTES

Neighborhood negotiations and compromise 2000-2002: Residents of the older neighborhood around Chatham Square (CS) must park on the street because *their homes have no or little off-street parking*. For two years from 2000-2002 these residents negotiated in good faith with the city, with ARHA, and with EYA to minimize street parking impacts of the large development replacing the low density Samuel Madden homes. The neighbors compromised to: 1) allow the site to be rezoned for high density; 2) allow reduction in open space; 3) allow waiver of on-site visitor parking. *In return, the city would write into the DSUP permanent prohibition against the residents of the new development from obtaining street parking permits.* The CS HOA manual clearly states their ineligibility for street permits.

Ample garage and street parking for CS residents.

CS Garages: All privately owned CS homes have two industry-standard sized garages; ARHA units have an average of 1.8 garage spaces.

CS Street parking: CS has eight block faces on public streets. On seven of these block faces and those opposing them, CS residents may park without permit or penalty for three hours Monday - Friday between 11:00 a.m. and 5:00 p.m. They may park overnight and until 11:00 the next day. They may park without permit or penalty **all day and all night** on Saturdays and Sundays. Eighty-nine of the 100 market rate homes thus have private garages for two cars plus access to liberally-regulated parking on their public street. Only eleven Chatham Square homes face Princess St. where parking is more tightly regulated because it is three blocks from King St. and has many older homes with no off-street parking. Princess St. parking is limited to 2 hours daily. CS residents of that one block of Princess St. have easy access to the more liberal parking regulations around their corners on N. Pitt or N. Royal. [Note: in 2013 council changed the law to permit residents city-wide to get visitor and guest street permits.]

Prospective permit eligibility becomes retrospective: In 2017 City Council approved a policy making residents of certain *new* developments eligible for street parking permits, even if council had originally denied those permits. Language buried in this new policy for *new developments* surreptitiously set up an uncodified process to allow *retroactive* change to old DSUPs that include street parking permit prohibitions. CS's DSUP was approved sixteen years ago in 2002. It is not "new."

Retroactive permit process: The 2017 new process allowing retroactive changes to old DSUPs was enacted without a clear, public announcement and without explicit notification of potentially impacted neighborhoods. The process for approval of retroactive changes has three major flaws: *First*, the impact area to which a required street parking utilization survey would be applied is not defined; in the case of CS, the surveyed area is huge and diverse in parking use, resulting in a meaningless "average" for the area; *second*, residents of the potentially impacted area were not consulted about the days-and-hours for measuring parking saturation; *third*, the 85% threshold for under-parked versus over-parked block faces is too high, and it implies that 84% is acceptable but 85% is not. The difference might be one car on one day; *fourth*, there is no required estimated impact analysis.

Can citizens trust the word of city policy makers ever again? The 2017 process for retroactively changing old legally-specified parking agreements that residents and civic associations negotiated with the city allows the city to abandon those agreements. Therefore, the process undermines the trust that is essential between Alexandria residents and their government. Why would any agreement by the City Council to deny street parking permits ever again be considered a solid, reliable decision that would not be changed subsequently? This process allowing the city to break faith with its citizens by overturning their long-standing street parking protections must not stand.

Mr. Macek,

Thank you for your service on the Alexandria City Planning Commission. I appreciate how many issues you have to balance to ensure the City remains a vibrant place where people want to live and work.

I am writing today about a perennial challenging issue - resident parking. I live across Princess Street from Chatham Square, which as you know has requested permission for on street parking. When my family moved here five years ago, we were told that our Chatham Square neighbors would not be competing for parking spaces by our house because they had two car garages and were excluded from getting parking permits. They bought their homes with the same clear understanding, codified in a special use permit, that they only had garage parking. I am sure during snow storms they have thoroughly enjoyed that privilege! It is important to note that every single street that their neighborhood faces except Princess Street has NO parking restrictions on weekends and 3 hours during the week until 5pm. This basically gives them the ability to park on the street now. The only ones who cannot park directly in front of their homes for more than 2 hours are the 11 homeowners on Princess Street. It seems unreasonable that the entire community is seeking a change that will have a direct and negative impact on my family and our neighbors for the sake of the few. Furthermore, they are doing this through the City in an adversarial way rather than simply engaging with us in a neighborly fashion.

Chatham Square is a much larger community than ours, representing a lot of homeowners who have the resources to pay for parking surveys, gather signatures on petitions, and the like. I would urge you not to be swayed by the sheer numbers though. You may see this as a simple matter of pleasing the largest number of residents - voters - but I fear a larger principle is at stake. Each time the City reverses itself, a precedent is set. Re-opening what has been a closed issue - Chatham Square parking - will give fuel to other such requests throughout the City. While viewed in isolation each one may seem reasonable; the problem is that over time businesses and prospective residents will lose faith in agreements negotiated by the City. The adverse impacts may not be immediately visible - indeed they may occur after your term in office is over - but do you want that to be your legacy?

I understand that this issue is scheduled to be heard on the same night as the TC Williams High School stadium lighting issue. I will not opine here about that - even though I have two children who are TC students now - as you will be getting an earful on both sides. My only request is that you give our issue and the lighting issue their due and not schedule them on the same day. Delay our hearing until such time that you can fully deal with the hugely contentious stadium lighting issue.

Like you, I love the City of Alexandria. My family made a conscious choice to move here from Fairfax County for city living, and we knew what we were getting into. Before, we paid for parking when we came to the City for events. That was part of the deal. Now, we walk to events and do not move our car when there is a lot going on because we will never find parking. Again, that is part of the deal and we do not complain. But if our neighbors take all of the spaces permanently that will be an entirely different matter. I do not want to walk several blocks with my groceries. I don't want my daughter, a new driver, to have to park blocks away and walk home in the dark. We have been happy here and would like to stay. But the rules can't keep constantly changing, threatening the quality of life for current residents like us.

Thank you for your time.

Respectfully,
Ted & Patty Larsen

9/10/2018

Fwd: Chatham Square Request

Victoria Doran <victoriadoran@gmail.com>

Mon 9/10/2018 11:50 AM

To: PlanComm <PlanComm@alexandriava.gov>;

----- Forwarded message -----

From: **Victoria Doran** <victoriadoran@gmail.com>

Date: Mon, Sep 10, 2018 at 11:48 AM

Subject: Chatham Square Request

To: <PlannComm@alexandriava.gov>, <Katie.North@alexandriava.gov>

Hello,

I reside at 304 Princess Street, and I am deeply distressed about the Chatham Square residents' request for a parking revision. I oppose a change to the **permanent** prohibition against parking on streets that led to this development. It is high density development; we already have way too many street parking issues here, and we face more development with the Hopkins-Tancil Project. Permanent means permanent. We can't handle all this development w/o parking on our streets. These folks have garages.

Thanks for listening and your consideration,

Vicki Doran

Memorandum to Planning Commission

September 19, 2018

To:

Mary Lyman, Chair
Nathan Macek, Vice Chair
David Brown
Stephen Koenig

Mindy Lyle
Melissa McMahon
Maria Wasowski

From: Residents and owners of The Townhomes at Chatham Square

Subject: Chatham Square Request to Amend Development Special Use Permit #2018-0011 on the Docket for Tuesday, October 2, 2018

As residents of Chatham Square, we have authorized the Chatham Square Homeowners Association to file a Request to the Planning Commission to amend our Development Special Use Permit (DSUP).

We support the requested action to amend the Chatham Square DSUP to be consistent with the June 13, 2017 "Residential Permit Parking for New Development Policy" approved by the Alexandria City Council. Our request is based on the belief that the City of Alexandria should be consistent and equitable in applying the new policy to all communities (both new communities and existing communities) which meet the criteria specified in the June 13, 2017 policy. A Parking Study requested by the City found that Chatham Square fully meets criteria set forth by the City Council Policy to receive residential parking permits.

We support the City's desire to develop an equitable and consistent policy on residential parking permits which has been evolving over the past two decades. In the period between 2000 and 2008, 22 developments were denied residential parking permits in their SUP (In 2003, the Garrett Mills community did receive approval for residential parking.) When Chatham Square received its SUP, the city and developments agreed to forgo residential parking for Chatham Square. In the period 2008-2015, 18 communities were granted approval to receive residential parking permits. In 2017, the City Council issued its Parking Policy which granted residential parking permits. The City Manager's report to the City Council recognized that the 22 communities which were denied residential parking permits in the period 2000-2008 were eligible to apply to the Planning Commission to amend its SUP.

All the residents of the streets surrounding Chatham Square are eligible for residential parking permits. Based on the Parking Study undertaken as part of the Chatham Square application, it is clear that there is adequate street parking available on Princess, Pitt, Oronoco, Euille, Cook, Royal, and Pendleton Streets to accommodate residential parking permits for residents of Chatham Square who may apply for a parking permit upon approved revision to the DSUP.

We hope that the Planning Commission will approve the Chatham Square request to amend our 2002 DSUP.

Sincerely,



William M. Jacobs

President, Homeowners Association for The Townhomes at Chatham Square

Attached Supporting Signatories:

1. Chatham Square Supportive Homeowners & Residents, additional signatures still pending
2. Near Area/Abutting Neighbors & Supporters, additional signatures still pending

Attachment 1: Chatham Square DSUP Supportive Residents

Resident (Please Print Name): RICHARD HUNTER
Address: 421 EWING STREET
Signature: [Signature]

Resident (Please Print Name): Andrea Thompson
Address: 416 ORONO ST
Signature: [Signature]

Resident (Please Print Name): Vertume Dufault
Address: 428 ORONO ST.
Signature: [Signature]

Resident (Please Print Name): Jeffrey GROMADA
Address: 402 ORONO ST
Signature: [Signature]

Resident (Please Print Name): MARK MAYHEW
Address: 712 ORONO ST.
Signature: [Signature]

Resident (Please Print Name): Melissa Childs
Address: 414 ORONO ST
Signature: [Signature]

Resident (Please Print Name): Brenda Thayer
Address: 418 ORONO ST
Signature: [Signature]

Resident (Please Print Name): Shea Mulla
Address: 400 ORONO ST
Signature: [Signature]

Resident (Please Print Name): Liz Schaefer
Address: 213 E Alexandria Ave
Signature: [Signature]

Resident (Please Print Name): Harold Adams
Address: 500 Penderton ST ALEXINA 2234
Signature: [Signature]

Resident (Please Print Name): Thomas & Bonnie Miller
Address: 421 Oronoco St
Signature: Thomas Miller

Resident (Please Print Name): James & Rebecca Kremidas
Address: 419 Oronoco St
Signature: R. Kremidas

5 people
Resident (Please Print Name): Jebb & Christine Ferry
Address: 413 Oronoco St, Alexandria
Signature: C. Ferry

Resident (Please Print Name): BOB & Carolyn LAVER
Address: 401 Oronoco St
Signature: B. Laver

Resident (Please Print Name): Dolores Kaska
Address: 515 N. Pitt
Signature: D. Kaska

Resident (Please Print Name): LATURGN RAMDEN
Address: 416 COOK ST
Signature: L. Ramden

Resident (Please Print Name): FRED HUDSON
Address: 508 N. ROYAL ST ALEX VA 22314
Signature: Fred Hudson

Resident (Please Print Name): Bryan Soukup
Address: 514 N. Royal Street
Signature: B. Soukup

Resident (Please Print Name): Heturah Crenshaw
Address: 526 N Royal Street Alexandria, VA 22314
Signature: Heturah Crenshaw

RESIDENT (PLEASE PRINT NAME): _____
Address: _____
Signature: _____

Resident (Please Print Name): JAMES M. DOLL
Address: 402 PENDLETON ST
Signature: J.M. Doll

Resident (Please Print Name): Josh Blakeman
Address: 410 N Royal St
Signature: [Signature]

Resident (Please Print Name): Amanda Fox
Address: 44 W. Royal St.
Signature: [Signature]

Resident (Please Print Name): CHERYL CRATE
Address: 424 N Royal St
Signature: Cheryl A. Crate

Resident (Please Print Name): JESSICA KARODE
Address: 418 N Royal St
Signature: [Signature]

Resident (Please Print Name): HAJIIM MOHDAI
Address: 426 N ROYAL ST ALEX VA 22314
Signature: [Signature]

Resident (Please Print Name): LaQuan flodd
Address: 434 COOL ST alexandria v.a.
Signature: [Signature]

Resident (Please Print Name): Edward D'Alessio
Address: 404 Oronoco Street, Alexandria, VA 22314
Signature: [Signature]

Resident (Please Print Name): Alexandra Gambill
Address: 404 Pendleton St.
Signature: [Signature]

Resident (Please Print Name): Amy L. Gambill
Address: 404 Pendleton St. Alexandria, VA 22314
Signature: [Signature]

Resident (Please Print Name): Laurie Torto Reed
Address: 413 Princess St, Alexandria 22314
Signature: Laurie Torto Reed

Resident (Please Print Name): Kelly Logazino
Address: 9407 Princess Street, Alexandria VA 22314
Signature: K Logazino

Resident (Please Print Name): RICHARD L. ABOOD
Address: 424 EULIE STREET Alexandria, Va. 22314
Signature: R L Abood

Resident (Please Print Name): Chris Moore
Address: 425 N Pitt St
Signature: Chris Moore

Resident (Please Print Name): Michelle Bozoki & Mark Kirby
Address: 421 Princess St
Signature: M Bozoki

Resident (Please Print Name): RALPH CACCIA
Address: 419 PRINCESS ST ALEX VA 22314
Signature: R Caccia

Resident (Please Print Name): JOHN WHITTAKER
Address: 420 EULIE ST, ALEX. VA 22314
Signature: John Whittaker

Resident (Please Print Name): MARK ABRAMSON
Address: 409 PRINCESS STREET
Signature: M Abramson

Resident (Please Print Name): Anthony Costanzo
Address: 425 Princess St
Signature: A Costanzo

Resident (Please Print Name): KEITH HODGES
Address: 401 PRINCESS ST.
Signature: K Hodges

Resident (Please Print Name): Marsha E. Malong
Address: 425 ORONOCO ST., Alex., VA. 22314
Signature: Marsha E. Malong

Resident (Please Print Name): Anne Caldwell
Address: 423 ORONOCO STREET Alex VA 22314
Signature: Anne Caldwell

Resident (Please Print Name): Lee Lilly
Address: 519 N. Pitt St
Signature: Lee Lilly

Resident (Please Print Name): JOHN T. SHERIDAN
Address: 408 PENDLETON ST. ALEXANDRIA, VA 22314
Signature: John T. Sheridan

Resident (Please Print Name): Donna Sheridan
Address: 408 Pendleton St
Signature: Donna Sheridan

Resident (Please Print Name): Martha M Jacobs
Address: 414 Pendleton Street
Signature: Martha M Jacobs

Resident (Please Print Name): Daniel Goetz
Address: 420 Pendleton St
Signature: Daniel Goetz

Resident (Please Print Name): DONNA K Lilly
Address: 519 N. Pitt St
Signature: Donna K Lilly

Resident (Please Print Name): LAURA LEE
Address: 418 PENDLETON STREET
Signature: Laura Lee

Resident (Please Print Name): WILLIAM M. JACOBS
Address: 414 PENDLETON ST, ALEXANDRIA, VA 22314
Signature: William M Jacobs

4

Resident (Please Print Name): JOHN A. Wells
Address: 422 Cook St.
Signature: [Signature]

Resident (Please Print Name): Julia S Hardinger
Address: 424 Cook Street Alexandria, VA
Signature: [Signature]

Resident (Please Print Name): Adam Hardinger
Address: 424 Cook Street
Signature: [Signature]

Resident (Please Print Name): ELVA M Romero
Address: 410 COOK ST 22314
Signature: _____

Resident (Please Print Name): Todd A. Worms
Address: 418 Cook St, Alexandria, VA 22314
Signature: [Signature]

Resident (Please Print Name): Tina C. Worms
Address: 418 Cook St, Alexandria, VA 22314
Signature: [Signature]

Resident (Please Print Name): BRIAN LYCEL
Address: 420 COOK ST ALEXANDRIA VA 22314
Signature: [Signature]

Resident (Please Print Name): Danielle Clarke
Address: 420 COOK ST. Alexandria VA 22314
Signature: [Signature]

Resident (Please Print Name): Hayley Byington
Address: 511 N Pitt St, Alexandria, VA 22314
Signature: [Signature]

Resident (Please Print Name): *Banning PERART = CHATHAM Sq. RESIDENT*
Address: 423 Cook St
Signature: [Signature]

Resident (Please Print Name): Mike Robinson
Address: 419 N. Pitt
Signature: [Signature]

Resident (Please Print Name): RITA MARANDINO
Address: 403 PRINCESS ST
Signature: [Signature]

Resident (Please Print Name): RODERIC FLEISHER
Address: 418 Euille St.
Signature: [Signature]

Resident (Please Print Name): Richard Lombardi
Address: 415 Euille St
Signature: [Signature]

Resident (Please Print Name): Nariman Rizk
Address: 419 Euille st,
Signature: [Signature]

Resident (Please Print Name): PAUL ROGERS
Address: 419 EUILLE ST
Signature: [Signature]

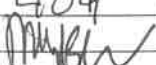
Resident (Please Print Name): LORANE WU
Address: 417 Euille Street
Signature: [Signature]

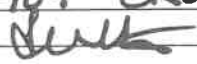
Resident (Please Print Name): Brandon Uek:
Address: 517 North Pitt
Signature: [Signature]

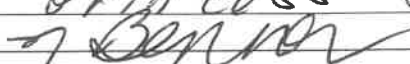
Resident (Please Print Name): Vince Giampolo
Address: 403 Oronoco St, Alexandria VA
Signature: [Signature]


Resident (Please Print Name): Andrew Shaw
Address: 405 Oronoco St.
Signature: [Signature]

8

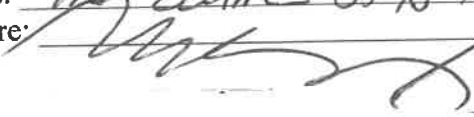
Resident (Please Print Name): MIRIAM B. RIBDMUEN
Address: 407 ORONO CO ST, ALEX VA 22314
Signature: 


Resident (Please Print Name): Dale White
Address: 407 ORONO CO ST
Signature: 

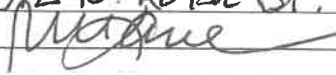
Resident (Please Print Name): TANCY Benner
Address: 417 PRINCESS ST
Signature: 

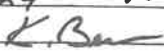
Resident (Please Print Name): CHRISTINA J. BICKLEY
Address: 423 PRINCESS STREET
Signature: 

Resident (Please Print Name): RICHARD HUNTER
Address: 421 EWLE STREET
Signature: 

Resident (Please Print Name): Mary Maydosz
Address: 414 Ewle St Alexandria, VA
Signature: 

Resident (Please Print Name): KIM + JOHN KRINGEW
Address: 423 N. PITT ST. ALEX. VA. 22314
Signature: 

Resident (Please Print Name): MARGARET L. KAWE
Address: 512 N. ROYAL ST. ALEXANDRIA, VA 22314
Signature: 

Resident (Please Print Name): Kimberly Becker
Address: 524 N. Royal St., Alexandria, VA 22314
Signature: 

Attachment 1 (continued); The Towns at Chatham Square includes ARHA as a co-owner and comprises 23% of the residents and entitled to 230 of 770 total votes as attested to by The Towns of Chatham Square *Articles of Incorporation*, and represented by the ARHA CEO Mr. Keith Pettigrew with his signature below:

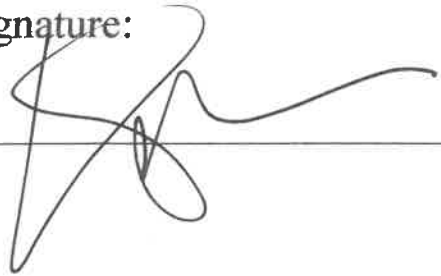
ARHA CEO

Mr. Keith Pettigrew:

Address:

401 WYTHE STREET
ALEXANDRIA, VA 22314

Signature:



10

not include those having an interest merely as security for the performance of an obligation or by virtue of a contract to purchase a Lot (but the term Owner shall include contract sellers of Lots). The term "Owner" shall include the holder of a security interest in all or any portion of a Lot to the extent that such holder acquires a fee simple interest in all or any portion of a Lot as a result of a foreclosure proceeding or by a deed in lieu of foreclosure if such interest is held for purposes other than security for performance of an obligation. No tenant or occupant of a Living Unit who is not also the record owner of the Lot on which a Living Unit is constructed shall be a member of the Association. A membership shall not be assigned, transferred, pledged, hypothecated, conveyed or alienated in any way except as provided in the Governing Documents.

(b) Each member of the Association shall have the rights, duties and obligations set forth in the Governing Documents.

(c) The total number of votes in the Association shall be one thousand (1,000). The Association shall have two (2) classes of voting membership as follows;

(i) Class A. Class A Members shall be all Owners, except the Class B Member (until the expiration of the Class B membership as provided below). Each Class A Member shall be entitled to the votes assigned to the Lot owned by the Class A Member as set forth on Exhibit B to the Declaration. The total number of votes allocated to all Lots on which Townhouse Units are constructed (the "Total Townhouse Unit Votes") is seven hundred seventy (770) votes which is equal to the product of the total number of votes in the Association (other

11

than the votes allocated to the Class B Member), multiplied by seventy-seven percent (77%); and the total number of votes allocated to all Lots on which the Assisted Units are constructed (the "Total Assisted Unit Votes") is two hundred thirty (230) votes which is equal to the product of the total number of votes in the Association (other than the votes allocated to the Class B Member), multiplied by twenty-three percent (23%). The Total Townhouse Unit Votes are divided equally among the Lots on which the Townhouse Units are constructed such that each Lot on which a Townhouse Unit is constructed shall have 7.7 votes, and the Total Assisted Unit Votes are allocated among the Lots on which the Assisted Units are constructed such that each of Lots 13, 55, 69 and 111, on each of which Lots one Townhouse Assisted Unit is constructed, has 4.42 votes and each of Lots 18, 24, 33, 39, 74, 80, 89 and 95, on each of which Lots six (6) Multi-Unit Building Assisted Units are constructed, has 26.54 votes.

(ii) Class B. The Class B Member shall be SMH Associates Limited Partnership, a Virginia limited partnership (the "Declarant"), or its nominee or nominees. The Class B Member shall have three (3) votes for each Lot in which it owns a fee or undivided fee interest, which shall be decreased by three (3) votes for each Lot owned by the Declarant and subsequently conveyed by the Declarant to a Class A Member.

The Class B membership and Class B voting rights shall cease and be converted to a Class A membership with Class A voting rights, as to each and every Lot in which the Declarant then holds the interest otherwise required for Class A membership, upon the earlier to occur of the following events: (i) one hundred twenty (120) days following the date on which at least

11A

Attachment 2; Chatham Square DSUP Supportive Near Area/Abutting Residents

Resident (Please Print Name): _____
Address: 755.8 4851E, ALEXANDRIA, VA 22301
Signature: _____

Resident (Please Print Name): Anne O'Connell
Address: 1023 N. ROYAL, ALEXANDRIA, VA
Signature: _____
22314

Resident (Please Print Name): LINDA BANTON
Address: 212 S. ROYAL
Signature: _____

Resident (Please Print Name): BARBARA J BARGER
Address: 1306 CHEWORTH CT, ALEXANDRIA VA 22314
Signature: _____

Resident (Please Print Name): Melissa L. Robinson
Address: 209 Madison Street, Alexandria VA 22314
Signature: _____

Resident (Please Print Name): HAROLD ADAMS
Address: 500 PENDLETON ST
Signature: _____

Resident (Please Print Name): KIM PETTIG
Address: 615 TIVOLI PSG
Signature: _____

Resident (Please Print Name): JAMES PATRICK JR
Address: 522 NORTH FAIRFAX ST. ALEXANDRIA
Signature: _____
(ARHA)

Resident (Please Print Name): SUZY SLADE
Address: 106 W. [unclear] ST., Alexandria
Signature: _____

Resident (Please Print Name): LISA MATHIAS
Address: 408 Pendleton
Signature: _____

12

Attachment 2: Chatham Square DSUP Supportive Near Area/Abutting Residents
Page 2

Resident (Please Print Name): _____
Address: 756.8 LESLIE, ALEXANDRIA, VA 22301
Signature: _____

Resident (Please Print Name): Anne O'Connor
Address: 1023 N. ROYAL, ALEXANDRIA, VA
Signature: 22314

Resident (Please Print Name): LINDA BANTON
Address: 212 S. ROYAL
Signature: _____

Resident (Please Print Name): BARBARA J BARGER
Address: 1306 CHETWORTH CT, ALEXANDRIA VA 22314
Signature: B. Barger

Resident (Please Print Name): Melissa L. Robinson
Address: 209 Madison Street, Alexandria VA 22314
Signature: Melissa L Robinson

Resident (Please Print Name): HAROLD ADAMS
Address: 500 PENWICKETON ST
Signature: _____

Attachment 2: Chatham Square DSUP Supportive Near Area/Abutting Residents
Page 3

Resident (Please Print Name): _____
Address: 7568 LESLIE, ALEXANDRIA, VA 22301
Signature: _____

Resident (Please Print Name): Anne O'Connell
Address: 1023 N. ROYAL, ALEXANDRIA, VA
Signature: 22314

Resident (Please Print Name): LINDA BANTON
Address: 212 S. ROYAL
Signature: _____

Resident (Please Print Name): BARBARA J BARGER
Address: 1306 CHETWORTH CT, ALEXANDRIA VA 22314
Signature: _____

Resident (Please Print Name): Melissa L. Robinson
Address: 209 Madison Street, Alexandria VA 22314
Signature: _____

Resident (Please Print Name): HAROLD ADAMS
Address: 500 PENDERLETON ST
Signature: _____

Additional Signatures by Chatham Square Residents

Mark Abramson <mark.abramson@comcast.net>

Mon 10/1/2018 2:43 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Katy North <katye.north@alexandriava.gov>; Patrick Silva <Patrick.Silva@alexandriava.gov>;

Categories: Red Category

 1 attachments (380 KB)

Chatham Square Resident Signatures.pdf;

I have attached additional signatures in support of Docket Item #8 requesting an amendment to the Chatham Square SUP to permit residents to obtain residential parking permits.

We have now obtained a total of 73 signatures by Chatham Square residents.

Sincerely, Mark Abramson

Mark A. Abramson
Leadership Inc.
409 Princess Street
Alexandria, VA 22314

Phone: 571/527-0138

Cell: 703/347-4425

Website: www.thoughtleadershipinc.com

Attachment I: Signatures by Chatham Square Residents

Resident (Please Print Name): Barbara Bush Cooper
Address: 415 Orondo Street Alexandria, VA 22314
Signature: Barbara Bush Cooper

Resident (Please Print Name): Douglas A. Cooper
Address: 415 Orondo St. Alex. VA 22314
Signature: [Signature]

Resident (Please Print Name): ROSALVA FRANCO
Address: 424 PENDLETON ST. ALEXANDRIA VA
Signature: [Signature]

Resident (Please Print Name): CESAR SANDYAN
Address: 425 PENDLETON ST. ALEXANDRIA VA
Signature: [Signature]
Address: _____

Resident (Please Print Name): CATHLEEN FISHER ^{RESIDENT}
Address: 423 COOK ST. ALEXANDRIA VA 22314
Signature: [Signature]

Resident (Please Print Name): Maria (Mary) P. Bustinza
Address: 422 Pendleton St. Alexandria VA 22314
Signature: [Signature]

Address: _____
Signature: _____

Resident (Please Print Name): _____
Address: _____
Signature: _____

Resident (Please Print Name): _____
Address: _____
Signature: _____

Alexandria City Planning Commissioners,

I strongly oppose your approval of subject DSUP modification. I also oppose your approval of any request that would increase the number of District 1 Parking Permits until changes are made to existing City policies and ordinances affecting parking in District 1.

The changes I recommend are as follows:

1. Limit parking permits to one "free" permit per household throughout District 1 but allow the permit to be "mobile" (i.e., transferable from one vehicle to another).
2. Allow additional parking permits to be purchased. The first additional permit would cost twice the property tax of the highest of vehicle property taxes paid to the City. The second would cost thrice the property tax of the highest etc. I think we should realize that if this was done, it should be grandfathered in to give residents to dispose of or arrange for storage of vehicles and the BAR would have to ease up on permits form those who want to convert portions of their property from gardens etc. to driveways.
3. Modify City ordinances as necessary to ticket and fine anyone parking more than one foot from the legal corner parking. (i.e., this is to discourage those who park 1/2 a car link from street corners and thereby reduce the total number of available spaces by 1.
4. Review all "Loading Zone" areas in the City and replace the signs with electronic signs at merchant expense. Review should include a survey to determine how much time is actually used for loading and unloading and restrict the "loading zone" time period to what is required. By using electronic signs, merchants could change the signage as needed to the times when their suppliers/distributors are actually using the zones.
5. Establish a City ordinance that specifies the length of an "average" vehicle. Much smaller vehicles such as Smart cars and the small Alpha Romeo should pay no property tax.
6. I think that as part of paying the City's property tax for vehicles, residents ought to be required to complete a survey specifying where they and their household commute to, how often, and the form of transportation used. This would give you, the Planning Commission, a much more timely and accurate way to assess the parking needs of City residents.

Listed above are merely some of the brain storms I've had. I'm sure there are others that wiser and at least saner people have had. I would therefore welcome a public hearing on parking in general.

Regards,
Rick Metzger
728 S Lee St

Chatham Square Parking Revision

Vickie Moore <vickie.moore@lochlinpartners.com>

Sat 9/22/2018 10:02 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Katie North <katie.north@alexandriava.gov>;

I am writing to register my strong objection to Chatham Square's proposal that the City grant District 2 street parking permits to its residents, despite the DSUP for Chatham Square that expressly denies any such street parking permits.

I am directly impacted currently by cars parked along Pitt Street. Just last month a car parked there had the alarm going off all evening long. The same thing happened a second night late into the evening until finally the police were called to tow the car.

Allowing even more cars to park along Pitt Street is very unfair to the residents of Bullfinch Square especially since the owners were well aware when they purchased those homes that they came with two garage spaces! Allowing even more of those residents would overwhelm the limited parking that's currently available.

I urge you to deny Chatham Square's request for any District 2 parking permits.

Vickie Moore and Tom Ahern
416 N. Pitt St.
Bulfinch Square HOA

Vickie

Vickie Moore
703-584-3214 | Vickie.Moore@LochlinPartners.com



8484 Westpark Drive, Suite 630 | McLean, VA 22102

www.lochlinpartners.com

The information in this email may be confidential and/or privileged. This email is intended to be reviewed only by the individual to whom it is addressed. If you are not the intended recipient or an authorized representative of the intended recipient, please be aware that any review, dissemination, or copying of the information contained within this email and its attachments, if any, is prohibited. If you have received this email in error, please immediately notify me by return email and delete this email from your system.

I'd like to kindly express my concerns regarding the parking Proposed Street Parking Changes for the Chatham Square Community. I live at 314 N Royal St in the old town historic district just 1/2 block away from the Chatham Square Community.

There are many common sense reasons why this proposed amendment does not make any sense and hurts the nearby owners of historic homes:

- The residents in the historic district across the street rely 100% on street parking. Historic homes across from Chatham Square do not have garages or off street parking.
- By granting new permits to Chatham Square, it's making an already crowded parking situation worse
- This is obvious -- but the Chatham Square neighborhood has 2 car garages already for their primary parking. If they get permits, they will likely use the garage for storage and make a parking mess on the street for the historic home neighbors.
- There's actually nearby spots to Chatham Square where they can already street park unrestricted ([source](#))
- The historic district already has to manage way more home rules in favor of public city preservation than those outside the district. Please don't lax the rules of the modern townhomes at the expense of the historic homes who have more rules.

In short -- finding parking around our area is tough enough on Royal st. between Princess and Queen. Please do not take away the primary available parking from Alexandria historic homes in favor of giving street parking to Chatham Square HOA Residents -- who already own garages for parking.

Thank you,

-Patrick Rodjom

September 24, 2018

To: Alexandria Planning Commission
Alexandria City Council
Alexandria City Staff coordinator, Katye North

Subject: Proposed street parking permits grant for Chatham Square

From: Joel & Suellen Newman, 519 Princess Street homeowners

We are writing to register our objection to Chatham Square's proposal that the City grant District 2 street parking permits to its residents. When the DSPU was negotiated with the builders, the City provided a rezoning of the site for high-density, allowed a reduction in open-space and allowed a waiver for on-site parking. All of these concessions were granted based on a permanent prohibition against the Chatham Square residents obtaining street parking permits.

We are residents of the Bulfinch Square townhomes, directly across N. Pitt St. from Chatham Square. In 2005, the City heeded the community's concerns about protecting the scarce street parking resource, particularly for residents who have NO off-street parking options, by requiring the developer to build adequate garage parking on-site (two industry-standard parking spaces per unit) and denying street parking permits, in exchange for the added density and loss of green space the developers wanted for these two blocks. If it were to grant these District 2 parking permits, the City would be breaking trust with the neighborhood residents, who negotiated in good faith with the City, and the builder EYA, by removing this transparent, legally enforceable DSUP parking limitation.

Our understanding is that when the City updated the parking policy in 2017, this was intended to apply to new developments, not to rescind agreements reached in good faith in return for easing several standard building requirements.

Chatham Square residents currently have two car garage parking for 100 units and an average of 1.8 parking spaces for the remaining 52 units. In addition, they also have liberal on street parking for some surrounding streets. Allowing all 152 units in this huge development to suddenly get District 2 permits would likely overwhelm available street parking in our area. Our residents complain that street parking spaces are currently very tight or unavailable in early evening and even during the day.

Even allowing just one car per unit at Chatham Square to get a parking permit would add a major additional burden to our already tight street parking. If just 60% of the 100 privately owned Chatham square homes were to take advantage of new street parking permits and placed one car on the street, that would add 60 cars parked on the curb in our neighborhood. Each public block face can accommodate on average 10 cars. Thus, those additional 60 cars would totally fill 6 full block faces of street parking. As terrible

as this would be for Bulfinch Square residents, I shudder to think how nearby homeowners who have NO off-street parking options would be affected.

The parking permit restriction was put in place at the time of the building approval for very good reasons and the Chatham Square residents were provided with on-site parking as a result. These residents were also aware of this restriction when they purchased their homes.

Considering reversing this negotiated DSUP would be a significant detriment to the surrounding neighbors. As a matter of principal and civic trust, the City must continue to enforce negotiated DSUP's or a dangerous precedent will be set that will invite other residential developments in Old Town to seek to undo their DSUP restrictions as well, using similar tactics. The very integrity and reliability of the City's DSUP process is at stake.

We urge you to uphold the originally negotiated DSPU agreement, maintain the faith in our City Governance and deny Chatham Square's request for any District 2 parking permits.

Joel & Suellen Newman

507 Princess St.
Bulfinch Square HOA

Chatham Square Parking Revision

Ashley Leichner <asl@alum.lehigh.edu>

Thu 9/27/2018 2:39 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission,

As you will be having a hearing next week and plan to make a recommendation to the city council, I am contacting you to express my full opposition to the request of Chatham Square HOA in their request to reverse the DSUP conditions that restrict their eligibility for District 2 on-street parking permits. My home is on the 500 block of Oronoco St, which has both residents and businesses, this block and the small surrounding neighborhood is zoned for District - 2 on street parking. At my residential address we DO NOT HAVE OFF STREET PARKING, or any options for parking other than on the street in District 2. At present, I can share with you that it is often difficult to find parking on my block, and I am forced to park further down the street making accessibility to my home burdensome. Changes to the current parking situation would mean that I would need to park even further away, it is not feasible to walk four blocks just to park my car and enter my home.

There are many factors which play into my position:

- 1) Many new residential developments are planned for this area and on-street parking is limited, so I do not want this dangerous precedent set for those trying to retroactively change agreements with the city and residents.
- 2) Chatham Square already offers 2 car garages for each resident and residents can park on the street already overnight and during two and three hour windows without district two parking permits.
- 3) Chatham Square residents were notified prior to purchasing property that they would not be eligible for District 2 parking, and waived their rights to District 2 parking 16 years ago.
- 4) Changes to the parking rules or eligibility in this area will reduce ability for residents and customers of local businesses to park in District 2. Convenience for residents and customers is a key reason why we live and shop in this neighborhood.

Any other position beyond opposition to the request of the Chatham Square HOA is irresponsible, short sighted and without consideration of the residents and patrons of this neighborhood. I urge you to consider my position, as it reflects the position of many in the neighborhood and make a recommendation the city council that this request made by the Chatham Square HOA is not approved.

Thank you,
Ashley Leichner

CHATHAM SQUARE PARKING COMPLAINTS, 2018

Complaint: Chatham Square garages are too small.

Facts in Response:

- a) Chatham Square garage sizes meet industry standards. Garage measurements prove that a large SUV *plus* a full-size sedan will fit properly into the garages.
- b) Chatham Square owners knew the garage sizes when they purchased the home. If some in Chatham Square find their home does not suit their needs the city has no obligation to provide a remedy that would overcrowd street parking thereby jeopardizing the only parking available to other neighborhood residents and violating the legal agreement the city made with those neighbors in 2002.
- c) The Chatham Square 2002 DSUP says their garages may not be used for storage.

Complaint: Chatham Square dinner guests and others may park for only 2 hours.

Facts in Response:

- a) In 2013 the city changed guest and visitor permit laws to allow all parking district residents to obtain 24-hour guest parking permits and 30-day visitor permits regardless of whether the resident has a parking district permit.
- b) 88 Chatham Square homes face streets where parking is unlimited every evening after 5:00 p.m. and all Saturday and Sunday; weekday street parking is three hours between 11:00 a.m. and 5:00 p.m.
- c) Only 12 Chatham Square homes face Princess St. where non-resident parking is two hours. However, unlimited evening and weekend parking is within half a block, as is three-hour mid-day parking on weekdays.

Complaint: Chatham Square and residents who pay city taxes have a right to park on a public street.

Facts in Response:

- a) Being a city resident or taxpayer entitles Alexandrians to send their children to the public schools; to police, fire, and emergency services; to use of public libraries and recreational facilities.
- b) Street parking is not a taxpayer entitlement. It is regulated by city authorities. Provision of off-street private parking versus on-street parking is determined by city authorities during the real estate development process; their determination is a legally-binding condition of the development and is written into the DSUP.

* * * * *

NOTE: City data shows that 237 cars are registered to the 100 Chatham Square private homes with 2-car garages. Thus, overall car ownership averages 2.37 cars per home. This data suggests that many Chatham Square residents are seeking street parking permits for their third or fourth car.

Dear Ms. Lyle, Ms. Lyman, Mr. Macek, Ms. McMahon, Ms. Wasowski,

I am writing in regard to the Oct. 3 Planning Commission docket item seeking to overturn a DSUP under which, in 2002, the city denied residential district parking permits for homes in “Chatham Square.” Please deny this request. Residents of Chatham Square have advanced several complaints about their parking situation as the reasons for their request. In the attachment to this message, I address these complaints and explain the relevant facts. You will see none of their complaints is borne out by facts.

This is my situation: For 45 years I have lived in one of 20 townhouses built between 1968 and 1971 at the corner of Princess St. and N. Royal St. None of our homes has off-street parking. I reach my front door from the 400 block of Princess St. We park on Princess St. or the 300 blocks of Royal or Pitt (usually full).

Chatham Square’s 100 private homes have 2-car garages; 12 face the north side of Princess St. If each of these 12 homes put one car on Princess St. they would take up more than half of all parking there. Thus, if you approve the DSUP change, you can see I have a lot of street parking access to lose; Chatham Square residents would gain street parking, and they want to take it at my expense. They have garages too!

However, there is a larger policy issue here, and I suggest that you give it careful thought. It is this: **What are the city’s policy objectives regarding residential street parking in Old Town?** Is the city seeking policies that will encourage residents to park long-term on the street? Should the city encourage multi-car ownership among residents? (Note that almost 40% of Chatham Square residents have 3 or more cars.)

Approval of long-term street parking for Chatham Square residents answers these questions with a resounding “YES.” YES, we want residents to park on the street rather than in their garages! YES we want to encourage Old Town residents to own three or more cars! You probably know that in 2015 City Council established the Old Town Area Parking Study group. They considered policies that would restrain residential street parking in Old Town. Suggestions included extreme options like extraordinarily high fees for a third car permit, or tricky computer-activated parking systems, *but they never considered undoing existing policies that have been effective in limiting the number of cars residents park on the street!* In fact, back in 2002 I participated in the negotiations that resulted in denial of street permits for residents of the high-density Chatham Square development. That denial was approved for two reasons: it furthered the city’s policy objective to minimize Old Town residential street parking, and it protected street parking for nearby residents in older homes with no off-street parking. Please do not undermine the city’s ongoing Old Town parking policy. Vote to disapprove the request.

-Carolyn Merck

I'd like to kindly express my concerns regarding the parking Proposed Street Parking Changes for the Chatham Square Community. I live at 314 N Royal St in the old town historic district just 1/2 block away from the Chatham Square Community.

There are many common sense reasons why this proposed amendment does not make any sense and hurts the nearby owners of historic homes:

- The residents in the historic district across the street rely 100% on street parking. Historic homes across from Chatham Square do not have garages or off street parking.
- By granting new permits to Chatham Square, it's making an already crowded parking situation worse
- This is obvious -- but the Chatham Square neighborhood has 2 car garages already for their primary parking. If they get permits, they will likely use the garage for storage and make a parking mess on the street for the historic home neighbors.
- There's actually nearby spots to Chatham Square where they can already street park unrestricted ([source](#))
- The historic district already has to manage way more home rules in favor of public city preservation than those outside the district. Please don't lax the rules of the modern townhomes at the expense of the historic homes who have more rules.

In short -- finding parking around our area is tough enough on Royal st. between Princess and Queen. Please do not take away the primary available parking from Alexandria historic homes in favor of giving street parking to Chattam Square HOA Residents -- who already own garages for parking.

Thank you,

-Patrick Rodjom

As homeowners at 318 North Royal Street, where we live is on the next block south of Chatham Square, we are writing you to voice our opposition to a revision of the Development Special Use Permit (DSUP) restricting residents of Chatham Square from obtaining residential parking permits.

First, let's start with the on- and off-street parking these residents already have.

Each unit has a two-car off-street garage whose dimensions and width are compatible with space requirements for garages located in semi-urban locations. In addition, on three of the four sides of the Chatham Square development, the residents have access to 3-hour parking windows from 8 am to 5 pm (workday hours), unrestricted parking overnight and on the weekends.

This is the travesty of the request to amend the DSUP. Chatham Square owners can utilize their garages as well as unrestricted parking on three sides of the block: only on the Southern facing side of Chatham Square there are District 2 parking restrictions, affecting maybe 11 townhomes fronting Princess Street. It is difficult to believe that their request is truly motivated by parking needs. Are Chatham Square owners using their garages as storage units (in violation of their own condo rules)? Are they driving over-the-top cars that do not fit in their garages, while causing damage to Alexandria's roads?

Across the street on Princess Street, in the development located on a former sawmill site, individual homeowners do not have access to garages. Unlike the residents in Chatham Square, they have no other option than to park on the street. They would suffer a direct negative impact from an amendment of the DSUP.

Second, let's consider the effect on trust in the community.

It already says much about your fidelity to agreements that you are even taking this matter under consideration.

Residents all wonder: Why is the Planning Commission publicly and vocally degrading itself by even considering breaking its word? By publicly signing off on breaching an agreement? Where is its moral compass?

Please show restraint and keep your word.

David Levine
Daniela Gressani

Good evening. My name is Heather Dinwiddie and my family has owned 412 Princess St. since the mid-1970's. The houses in the 400 block of Princess St., as well as those on adjacent blocks of N. Royal St. and N. Pitt St., were built at a time when the city did not require off-street parking for such developments. Consequently, we do not have garages and the only parking available to us, then as now, is on the neighborhood streets. For two years from 2000-2002 the homeowners of these 1960- and 1970-era homes negotiated in good faith with the city, with ARHA (Alexandria Redevelopment Housing Authority), and with the developers of Chatham Square to minimize street parking impacts of this large development that replaced the low density Samuel Madden homes. We, the homeowners compromised on three points: 1) we accepted the site to be rezoned for high density; 2) we accepted a reduction in open space; 3) we accepted a waiver of on-site visitor parking. *In exchange, the city wrote into the DSUP a permanent prohibition against the residents of the new development obtaining on-street parking permits.* I repeat, the current DSUP includes a permanent prohibition against on-street parking permits for Chatham Square residents. In addition, the Chatham Square HOA manual clearly states their ineligibility for on-street parking permits. This arrangement, made in good faith, has worked well since Chatham Square was built and occupied in 2005.

None of the reasons for the Chatham Square parking restrictions have changed. No new on-street parking spaces have been created in the neighborhood. In fact, if you look at the parking survey data for both sides of Princess St. for all 3 dates, the average density on both sides of the street is 90%, which exceeds the 85% threshold. The garages provided with Chatham Square homes meet all current industry size standards for two cars. I ask all of you, why should the city change a permanent restriction for the entire 152-unit Chatham Square development because some of the residents have suddenly discovered they have no off-street parking for their 3rd car or find their garage too small because they are using it for storage, which is specifically prohibited by their own covenant? I strongly urge you to please deny this unnecessary request to amend the existing DSUP.

| Street | Block | Side | inventory | Thursday 12PM | | Friday 7PM | | Saturday 11AM | | Average density all days |
|--|-------|-------|-----------|---------------|-------------------------------|--------------|-------------------------------|---------------|-------------------------------|--------------------------|
| | | | | total parked | Per Opponent Supply v. Demand | total parked | Per Opponent Supply v. Demand | total parked | Per Opponent Supply v. Demand | |
| Princess | 400 | South | 12 | 7 | 58% | 12 | 100% | 10 | 83% | 80.6% |
| Princess | 400 | North | 7 | 2 | 29% | 8 | 114% | 11 | 157% | 100.0% |
| Both sides | | | 19 | 9 | 47% | 20 | 105% | 21 | 111% | 90.3% |
| Adding 1 additional car on Thursday and Saturday to South side | # | # | # | 8 | 67% | 12 | 100% | 11 | 92% | 86.1% |

Parking issue

Sean Dwyer <dwyers@gmail.com>

Tue 10/2/2018 12:02 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission,

Regarding the meeting tonight, which I unfortunately will not be able to attend - I strongly urge you to oppose the request of the Chatham Square HOA to reverse the DSUP conditions that restrict their eligibility for District 2 on-street parking permits. I live on Oronoco St between Pitt and Asaph, a mixed residential/commercial block proximate to Chatham Square. I just moved here in May, and sufficient parking was certainly a consideration, especially since there are no off street parking options. We are in Zone 2, which still allows 3 hour parking, as well as overnight parking, for not permitted cars. Parking can often be a challenge when loading/unloading, but is not overly burdensome except on rare occasion when there are city parades or celebrations.

The Chatham Square requested parking changes would make it much more difficult to park. Please do not set a precedent for those trying to retroactively change agreements with the city and residents. Chatham Square already offers 2 car garages for each resident and residents can park on the street overnight and during two and three hour windows without district two parking permits. Residents were also notified prior to purchasing property that they would not be eligible for parking permits.

Thank you,
Sean Dwyer

Dear Sir/Madam:

As members of the Old Town Civic Association we are writing to you to express our thoughts regarding the request by the Chatham Square Home Owner's Association for street parking permits for their residents. Having read the Alexandria City staff report on this issue we hope you will consider denying or at least deferring this request for the following reasons:

1. Chatham owners each have between 1.8 and 2 parking spaces per unit, which is more than adequate in our city environment, which offers a wealth of public transportation and is far less car dependent than suburban neighborhoods.
2. Other residents in the neighborhood have no off street parking at all and the resulting competition for spaces would become even more difficult for them.
3. The parking survey results in the south block are very close to reaching the 85% threshold on some days on certain blocks.
4. Allowing Chatham to change terms that were agreed to as a condition for building the development, and that purchasers knew were in place when they bought their units, sets a worrisome precedent that other developments can point to in order to abrogate their agreements with the City and our community.
5. The City has started a comprehensive review of the residential permit parking program, so this request should at a minimum be deferred until it can be considered in light of the changes to the program that result.

Thank you very much for for your consideration.

Kind regards,

Christine and Charlie Murray
321 Duke Street
Alexandria, Virginia 22324

Docket Item #8 DSUP 2018-0011 tabled until Thursday, October 4

Heather Dinwiddie <heather.dinwiddie@gmail.com>

Wed 10/3/2018 5:43 PM

To: dwbapc@gmail.com <dwbapc@gmail.com>; Stephen Koenig <swkoenig@icloud.com>; mindylyle@comcast.net <mindylyle@comcast.net>; mslyman@verizon.net <mslyman@verizon.net>; Nathan Macek <natemacek@hotmail.com>; mmcmahonpc@gmail.com <mmcmahonpc@gmail.com>; Maria Wasowski <mariawasowski@comcast.net>; PlanComm <PlanComm@alexandriava.gov>;

Dear Commissioners,

I attended Tuesday night's planning commission hearing and was scheduled to speak in opposition to the proposed amendment to Chatham Square's DSUP #2002-0029. I am unable to attend the hearing on Thursday and so I would like to offer some additional comments regarding this issue.

Based on the discussion on Tuesday regarding Docket #7, it appears that the commission's current opinion about amending an existing DSUP that was originally negotiated in good faith between the city and neighborhood residents and businesses is that "a DSUP is not a promise. A DSUP can be changed if conditions change fundamentally." The staff's recommendation to approve the Chatham Square amendment is completely devoid of any credible evidence that the on-street parking situation has **fundamentally** changed since the DSUP was approved. In fact, the only parking issues that have changed since the DSUP was originally negotiated are 1) that some residents of Chatham Square have more than 2 cars and 2) on-street parking availability near our homes for those of us with no off-street parking has become more challenging with the increased planning commission and city council approved high density development in the area. Approving this amendment will fundamentally change the second of those issues for the worse.

The staff and the applicant have used the Kimley-Horn parking survey as the basis for their argument that the average parking density for the entire Chatham Square area does not exceed the 85% threshold. This is incredibly misleading for several reasons: 1) There are several areas, including the south side of Princess St. adjacent to my home, where the parking density was at **or above(!!!)** 100%. (I do wonder how a density above 100% is even possible.) Why should the residents of the homes in these areas have to now compete with Chatham Square residents in the same area for limited parking spaces when the city promised us that we would not have to? Perhaps they would allow us to park in their garages so that they can park on the street. 2) There are many instances in the survey data where the parking density is just under the 85% threshold, but adding just one car would put it well above the threshold. The difference between 80% and 85% is not even 1 car.

The staff recommendation states that "allowing residents to purchase permits does not mean that all residents will park on the street. Parking on-site in provided garages will continue to be more convenient than parking blocks away from their home." I am curious about how the staff can make the assumption that not all or even a large number of Chatham Square residents will request parking permits, especially given the 73 resident signatures submitted in support of amending the DSUP. I also wonder how they can possibly know that those residents who do receive parking permits will have to park blocks away from their home. My assumption is that the residents facing Princess St. will want to park on Princess St., thus competing for the already limited Princess St. parking spaces with those of us on the south side of the street who have no alternative to on-street parking.

Lastly, I would like to assert that changing the rules is quite likely to lower the value (and reduce the property tax income to the city) of my property and the other area properties with no off-street parking.

I again strongly urge you to deny this amendment.

I also strongly urge you to postpone the discussion of this docket item until the next scheduled planning commission meeting in order to allow everyone who was prepared to speak on Tuesday the opportunity to do so. You set a new date without extending the courtesy of asking those of us who were ready to speak if we were available on the new date.

Heather Dinwiddie
Family owner of 412 Princess St.

Members of the Planning Commission,

I am a resident of Old Town Alexandria and I am concerned about the modifications being considered that would allow homeowners in Chatham Square to apply for District 2 parking permits.

Putting aside the fact that these owners knew what the parking situation was when they bought the home, there are many reasons why I am against any modification being made.

Old Town is a wonderful place to live and visit. It has desirable neighborhoods and historic and natural entertainment for visitors. But every time a new apartment building goes up or restrictions that keep Old Town quaint are modified the allure of Old Town is marred. If you look at each new building or modification individually they seem reasonable but as they pile up it's too much. This is all going to back fire on us.

Do not allow the modification for parking permits for Chatham Square homeowners. They're only the first to request this. Once you say yes then the flood gates will open.

Old Town is thriving already. Don't continue with modifications that will increase density of people and cars.

Regards,

Karen O'Hern
726 South Lee Street

Personal Statement regarding Development Special Use Permit (DSUP) 2018-0011
Chatham Square Amendment

To the City of Alexandria Planning Commission:

My name is Karen Skelton-Trayers. My husband and I own the townhome on 414 Princess Street, directly across the street from the Chatham Square development. Our block is at the greatest risk of parking saturation by Chatham Square residents if DSUP #2002-0029 is amended, which is why I am writing to urge the Commission to deny Chatham Square's request.

When we purchased our home in 2012, we fully researched and considered the parking issue. We trusted in the 2002 DSUP and believed it would ensure that street parking would remain manageable. Over the past six years, we've noticed an increase in cars parking on the 400 block of Princess. The parking survey data confirms that parking along Princess Street currently exceeds the 85% density threshold.

I do not believe that the staff reviewers (Katy North and Gary Wagner) have fully researched nor considered the impact to parking in this specific neighborhood—specifically to the residents who rely solely on street parking. There are several unanswered questions, like what analysis has been done to estimate the growth in block occupancy percentage assuming a portion of Chatham Square cars are allowed to park on the street (i.e., assessment with an additional 25, 50, 75, 100 cars, etc.).

The president of Chatham Square Homeowners Association offers a rationale of “consistent and equitable” in his memo to the Planning Commission dated September 19, 2018. Instead, please consider the following facts:

1. The parking study conducted by law firm Kimley Horn is biased and was conducted on behalf of Chatham Square HOA.
2. The Residential Permit Parking for New Development Policy, dated June 13, 2017, applies to new developments. The DSUP for Chatham Square was approved and codified in 2002, and does not meet the policy standard.
3. Chatham Square residents were fully aware of the street parking restriction clearly stated in their Homeowners Association manual.
4. Chatham Square townhomes currently have 2-car garages and the option of overnight street parking and during liberal time ranges without a District 2 sticker.

If the Commission approves Chatham Square's request, the result will have a **negative impact** on the quality of life for every resident who lives on the south side of the 400 block of Princess Street and the west side of the 300 block of Royal Street—all of whom rely 100% on street parking (we have no garages), and several of whom are elderly.

I urge the Commission to please deny this amendment and uphold the legally enforceable DSUP parking limitation. Doing so will help strengthen and maintain the civic trust Alexandria residents have in our city government.

Kind regards,
Karen Skelton-Trayers

Re: Chatham Square street parking matter

Thu 10/4/2018 9:32 PM

To: PlanComm <PlanComm@alexandriava.gov>;

To whom this may concern,

My name is Stella Kim and I'm the owner of Oronoco Dental, which is located at 516 Oronoco Street Alexandria, VA 22314.

I have been informed that Chatham Square has requested more street parking spaces in addition to their own two garage spaces.

I would like to ask that you please oppose this request because this street parking is very important for my patients as this is the only place they can park that is convenient for my dental office.

Approval of this request will likely have serious negative repercussions on my business as my patients will have significant difficulty finding a parking space.

Thank you.

Sincerely,

Stella Kim DDS

October 2, 2018

I am attending tonight's Planning Commission meeting to express my opposition to the proposed modifications to the Chatham Square DSUP to allow residents to obtain on-street parking permits. The 2002 DSUP issued by the City of Alexandria included a permanent prohibition against the Chatham Square residents getting on-street parking permits. The developer accepted this restriction (along with making other concessions) in exchange for rezoning to permit higher density, a reduction in required open space, and a waiver of the requirement for on-site visitor parking. This parking restriction is included in the Home Owners' Association documents which are provided to all potential buyers of Chatham Square townhouses.

Overtuning the prohibition on on-street parking permits violates the compact between the developer and the surrounding community, a compact that was hammered out through prolonged negotiations. As a neighbor of Chatham Square, I rely on the City to fulfill its responsibility to enforce the DSUP.

I have heard the argument that, as taxpayers, the residents of Chatham Square are *entitled* to on-street parking permits, that it is a matter of equity. If, in fact, on-street parking were an "entitlement", the City would not be able to regulate on-street parking at all. The City would not have been able to issue the original Chatham Square DSUP with its parking restrictions.

I have also heard that the garages of Chatham Square are not large enough for two vehicles. A local architect has assured me that Chatham Square garages are large enough to accommodate both an SUV and a sedan, which should be more than adequate, especially considering the City's view that more and more people are relying on bicycles and public transportation.

Most importantly, as a resident living less than a block from Chatham Square, I am worried about the impact of modifying the Chatham Square DSUP on the availability of on-street parking for my neighbors who do not have off-street parking. The survey commissioned by the Chatham Square homeowners was flawed: It did not include crucial weekend and end-of-the-workday hours. It also averaged observations across too large an area, including data from block faces where there are few, if any, residences. On-street parking is often limited in the blocks surrounding Chatham Square. And, with the planned work on the City's sewer system, it will be even more constrained in the future.

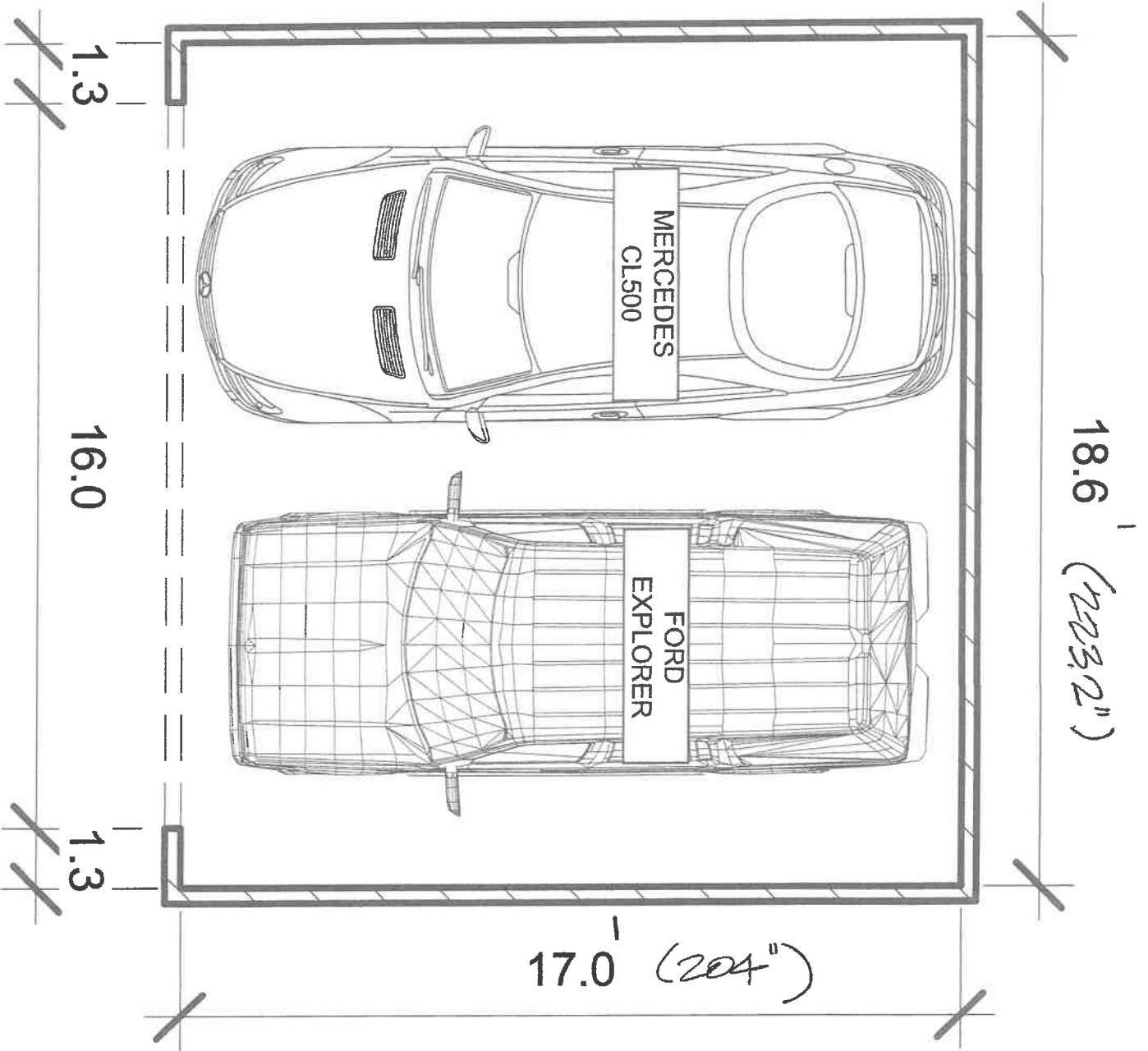
As a resident, taxpayer and voter, I ask that you reject the proposed modification to Chatham Square's DSUP.

Thank you.

Merrie Schippereit, 340 N. Pitt Street



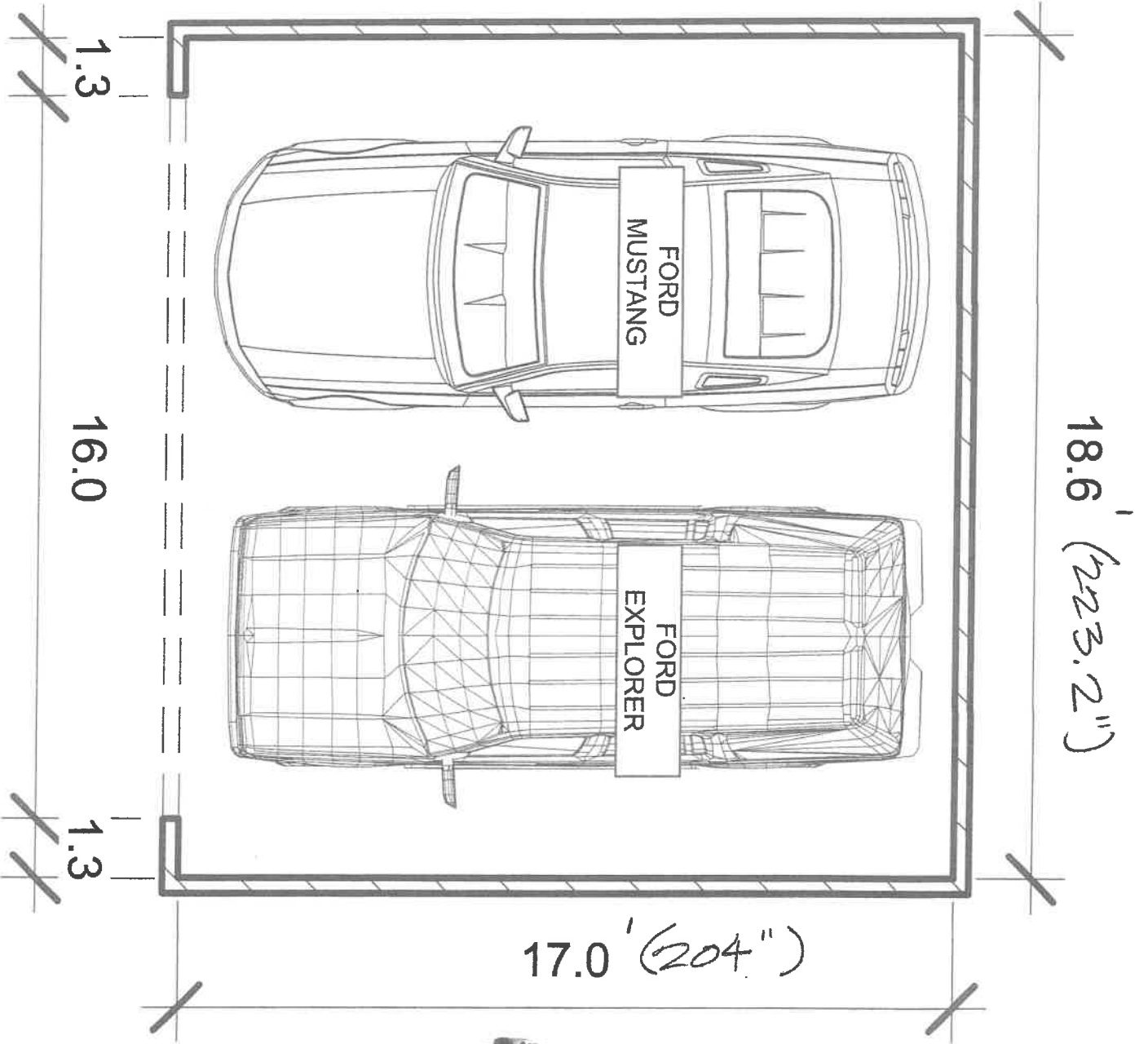
197" x 73"W



198.7" x 90.2"



188.5" x 92" w

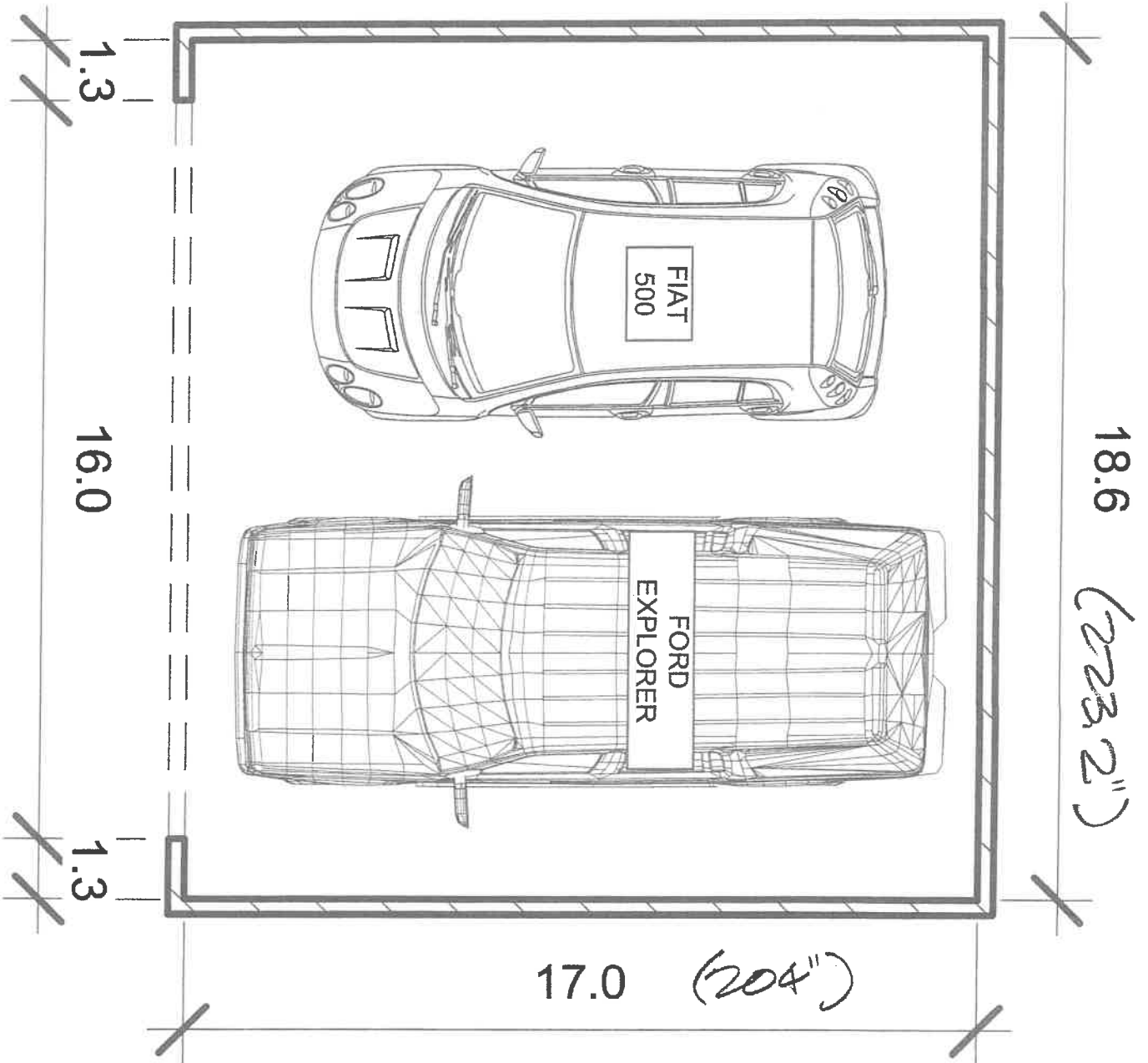


198.7" x 90.2" w



144" x 64" W

© 2008



198.7 x 90.2" W

RE: Chatham Square DSUP 2018-0011 – Re: Residential Parking Permit Restriction

I recommend you deny this request. I'll talk about these 3 areas:

- Current Parking Supply v. Current Parking Demand
- Current Parking Supply v. Future Parking Demand
- Original Chatham Square DSUP Condition of Guest Parking Reduction was No Residential Parking Permits

Current Parking Supply v. Current Parking Demand

The parking study submitted by the Chatham Square applicants supporting their request for residential parking district 2 permits included 34 block faces in the parking study area. 7 of those block faces were in residential parking district 9 and 27 were in parking district 2. To analyze the impact of their request in parking district 2, the data from district 9 was removed from the parking study analysis. The analysis of the remaining 27 block faces revealed the parking study inventory/supply did not reflect the legal on-street parking space supply. After measuring each block face and applying City parking ordinances, a revised list of legal on-street parking supply was added to the Parking Study Analysis and occupancy percentages were calculated with the current demand. *(See [A] Parking Study Analysis, [B] City Parking Ordinances and [H] Block Face Parking Space Calculations.)*

Current Supply v. Future Demand Impact

The City staff report only addressed current supply v. current demand. This DSUP request is about future parking demand. June 13, 2017, when City Council approved the Residential Permit Parking for New Developments Policy that is being used for the first time here, it is NOW evident the policy is missing KEY industry standard analytical calculations critical to determining the viability of the future parking demand request. Current supply v. future demand calculations must be computed, analyzed and the impact factored into the decision making process. This is industry standard when a large future demand contributes significantly to a parking demand change. *(See [C] Parking Study Types and Vienna, Virginia Parking Study Methodology.)*

- The Parking Study Analysis indicates the average demand is 76%. With just 22 more vehicles the study area hits 85% occupancy. 22 vehicles equals 15% of the Chatham Square parking on the street.
- With 65 vehicles, the demand exceeds parking supply. 65 vehicles equals 43% of Chatham Square parking on the street.

(See [D] Impact Analysis of Current Supply v. Future Demand and [E] Impact Analysis Current Supply v. Future Demand Chart.)

Chatham Square Original DSUP Parking – Guest Parking on Street AND No Residential Parking Permits

Listed in the original DSUP 2002-0029, condition #6 and #7 states the 100 market rate townhouses must have 2 garage spaces and the ARHA residents will have garage spaces and spaces on the private streets.

Also in the DSUP 2002-0029, page 6 asked for a parking reduction of 55 spaces: a 46 space reduction of all guest parking to be accommodated on the streets and a 9 space reduction of residential parking. Page 7 states:

“Therefore, staff is recommending that a condition of the parking reduction approval be that none of the market-rate or public housing residents of the development be eligible for or receive any residential parking permits pursuant to City Code Sec. 5-8-1.”

This is the agreement. (See, [F] Residential Parking District 2 Map, [G] DSUP 2002-0029 pages 6 & 7.)

Residential Parking District Purpose

A residential parking permit program exists to manage parking. **The residential parking district 2 program is currently working.**

The original DSUP parking agreements for Chatham Square were established to ensure the developers provided Chatham Square residents with sufficient on-site parking since guest parking would be on the street. By reversing the residential parking permit restriction, the parking demand would now exceed the current supply resulting in the residential parking program no longer working as intended.

Conclusion

The Chatham Square DSUP 2018-0011 request of residential parking district permits would result in a significant parking demand change onto the current supply of parking changing supply/demand percentages beyond the 85% industry standard threshold for saturation and exceeding parking supply. The parking study area parking supply cannot accommodate the future demand of on-street parking the Chatham Square residents are requesting. Please deny this request.

Ellen Mosher

October 2, 2018

Chatham Square Parking Study submitted with DSUP for Residential Parking District 2 Permits. Analysis edits removed 7 Parking District 9 block faces and calculated legal parking space supply for all 27 block faces. See attached support for Supply count edits.

Development Proximity Street Block Side

| Per SUP Parking Study - Across | | Per SUP Parking Study - Adjacent | |
|--------------------------------|---|---|---|
| Per Applicant total inventory | Per Applicant Mar 2018 Revised Inventory/Supply | Per Applicant Mar 2018 Revised Inventory/Supply | Per Applicant Mar 2018 Revised Inventory/Supply |
| 66 | 64 | 60 | 60 |
| 13 | 13 | 12 | 12 |
| 9 | 8 | 8 | 8 |
| 4 | 4 | 3 | 3 |
| 12 | 13 | 12 | 12 |
| 12 | 14 | 13 | 13 |
| 4 | 4 | 5 | 5 |
| -4 | -4 | -5 | -5 |
| 12 | 12 | 12 | 12 |
| 83 | 85 | 75 | 75 |
| 12 | 13 | 13 | 13 |
| 12 | 13 | 12 | 12 |
| 12 | 10 | 10 | 10 |
| 12 | 14 | 12 | 12 |
| 10 | 9 | 8 | 8 |
| 8 | 8 | 6 | 6 |
| 8 | 9 | 7 | 7 |
| 9 | 9 | 7 | 7 |
| 223 | 155 | 137 | 137 |
| 15 | 15 | 14 | 14 |
| 13 | 14 | 13 | 13 |
| 16 | 16 | 16 | 16 |
| -16 | -16 | -16 | -16 |
| 13 | 11 | 12 | 12 |
| -13 | -11 | -12 | -12 |
| 12 | 16 | 14 | 14 |
| 15 | 14 | 13 | 13 |
| 11 | 14 | 10 | 10 |
| -11 | -14 | -8 | -8 |
| 17 | 13 | 9 | 9 |
| -17 | -13 | -9 | -9 |
| 11 | 11 | 10 | 10 |
| 11 | 9 | 9 | 9 |
| 4 | 11 | 10 | 10 |
| 6 | 6 | 5 | 5 |
| 11 | 11 | 10 | 10 |
| 9 | 10 | 8 | 8 |
| -9 | -10 | -8 | -8 |
| 9 | 8 | 8 | 8 |
| -9 | -8 | -8 | -8 |
| 10 | 6 | 6 | 6 |
| 10 | 10 | 9 | 9 |
| 11 | 11 | 10 | 10 |
| 12 | 11 | 10 | 10 |
| 7 | 10 | 4 | 4 |

total parked Thur 12 pm

| Mar 2018 Supply v. Demand | Per Opponent Supply v. Demand |
|---------------------------|-------------------------------|
| 70% | 75% |
| 46% | 50% |
| 63% | 63% |
| 75% | 100% |
| 92% | 100% |
| 86% | 92% |
| 58% | 58% |
| 61% | 69% |
| 100% | 100% |
| 23% | 25% |
| 100% | 100% |
| 79% | 92% |
| 89% | 100% |
| 25% | 33% |
| 33% | 43% |
| 22% | 29% |
| 71% | 80% |
| 67% | 71% |
| 86% | 92% |
| 94% | 107% |
| 86% | 92% |
| 36% | 40% |
| 56% | 83% |
| 82% | 90% |
| 117% | 140% |
| 45% | 50% |
| 83% | 83% |
| 70% | 78% |
| 64% | 70% |
| 50% | 125% |

total parked Fri 7pm

| Mar 2018 Supply v. Demand | Per Opponent Supply v. Demand |
|---------------------------|-------------------------------|
| 66% | 70% |
| 85% | 92% |
| 50% | 50% |
| 75% | 100% |
| 46% | 50% |
| 43% | 46% |
| 100% | 100% |
| 58% | 58% |
| 46% | 52% |
| 31% | 31% |
| 54% | 58% |
| 40% | 40% |
| 43% | 50% |
| 56% | 63% |
| 0% | 0% |
| 56% | 71% |
| 89% | 114% |
| 76% | 88% |
| 87% | 93% |
| 93% | 100% |
| 106% | 121% |
| 107% | 115% |
| 82% | 90% |
| 78% | 78% |
| 55% | 60% |
| 83% | 100% |
| 0% | 0% |
| 83% | 83% |
| 90% | 100% |
| 82% | 90% |
| 60% | 60% |

total parked Sat 11am

| Mar 2018 Supply v. Demand | Per Opponent Supply v. Demand |
|---------------------------|-------------------------------|
| 67% | 72% |
| 92% | 100% |
| 50% | 50% |
| 50% | 67% |
| 46% | 50% |
| 64% | 69% |
| 83% | 83% |
| 59% | 67% |
| 38% | 38% |
| 62% | 67% |
| 70% | 70% |
| 43% | 50% |
| 100% | 113% |
| 0% | 0% |
| 44% | 57% |
| 122% | 157% |
| 78% | 89% |
| 80% | 86% |
| 93% | 100% |
| 94% | 107% |
| 93% | 100% |
| 55% | 60% |
| 56% | 56% |
| 64% | 70% |
| 83% | 100% |
| 55% | 60% |

total parked Sat 11am

| Mar 2018 Supply v. Demand | Per Opponent Supply v. Demand |
|---------------------------|-------------------------------|
| 67% | 72% |
| 92% | 100% |
| 50% | 50% |
| 50% | 67% |
| 46% | 50% |
| 64% | 69% |
| 83% | 83% |
| 59% | 67% |
| 38% | 38% |
| 62% | 67% |
| 70% | 70% |
| 43% | 50% |
| 100% | 113% |
| 0% | 0% |
| 44% | 57% |
| 122% | 157% |
| 78% | 89% |
| 80% | 86% |
| 93% | 100% |
| 94% | 107% |
| 93% | 100% |
| 55% | 60% |
| 56% | 56% |
| 64% | 70% |
| 83% | 100% |
| 55% | 60% |

[A] See attached block face worksheets to support edits of on-street parking inventory/supply count where it differs from Applicant.
 [B] See attached Peak Demand Illustrated on Parking District 2 Map

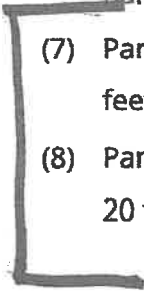
B

Sec. 5-8-160 - Purpose and scope of article.

- (a) The purpose of this article is to lessen congestion on, to facilitate the safe and expeditious movement of vehicular traffic along, and to ensure the ability of emergency services vehicle to move without delay on the public streets of the city. To achieve this purpose, the article sets forth standards for the size of parking spaces located on the public streets of the city and for the amount of travel way available to vehicular traffic on such streets. The article also sets forth a procedure for the application of these standards which is designed to ensure that the standards are applied to streets or portions of streets where existing conditions pose a threat to public safety and the general welfare.
- (b) This article shall apply to all public streets in the city, except such streets or portions thereof located within the R-20, R-12, R-8, R-5 and R-2-5 residence zones. (Ord. No. 3201, 4/11/87, Sec. 1)

Sec. 5-8-161 - Standards; enforcement.

- (a) The following standards apply to parking spaces located on public streets, to the travel way available to vehicular traffic on public streets and to sidewalks adjacent to public streets:
 - (1) Travel way on one-way streets, with parallel parking only, shall be a minimum width of 16 feet.
 - (2) Travel way on one-way streets, with perpendicular parking on either side, shall be a minimum width of 20 feet.
 - (3) Travel way on two-way streets, with parallel or perpendicular parking, shall be a minimum width of 24 feet.
 - (4) Travel way on four-lane arterial and/or four-lane collector streets, exclusive of parking, shall be a minimum width of 44 feet, except in the Old and Historic District where the travel way shall be a minimum width of 40 feet.
 - (5) Perpendicular parking spaces for full-size cars shall be a minimum of nine feet wide by 18 feet long.
 - (6) Perpendicular parking spaces for compact cars shall be a minimum of eight and one-half feet wide by 16 feet long.
 - (7) Parallel parking spaces for full-size cars shall be a minimum of eight feet wide by 22 feet long.
 - (8) Parallel parking spaces for compact cars shall be a minimum of seven (7) feet wide by 20 feet long.



Sec. 10-4-2 - Permitting vehicle to remain parked contrary to the directions of official sign.

It shall be unlawful for the operator of any vehicle or any person in whose name a vehicle is registered to cause, allow, permit or suffer a vehicle to remain in a parking space contrary to the directions of an official sign. (Code 1963, Sec. 22-98.1, as amended by Ord. No. 2456, 4/12/80)

Sec. 10-4-4 - Stopping so as to obstruct traffic or on crossing.

Vehicles shall not be stopped in such manner as to block and obstruct the orderly and lawful passage of other traffic, nor upon any crossing. (Code 1963, Sec. 22-101)

Cross Reference: Taxicabs or for-hire vehicles stopping at intersections to load or unload so as to interfere with traffic, Sec. 9-12-75.

Sec. 10-4-14 - Use of bus stops.

No person, except as hereinafter provided, shall stop, stand or park a vehicle other than a bus in a bus stop, when such bus stop has been officially designated and appropriately signed. The driver of a passenger vehicle may stop temporarily therein for the purpose of and while actually engaged in loading or unloading passengers. The driver of a taxicab may stop temporarily in a bus stop for the purpose of and while actually engaged in loading or unloading passengers, and not for the purpose of soliciting passengers. The driver of a United States mail truck may stop temporarily in a bus stop for the purpose of and while actually engaged in collecting mail from a mailbox placed adjacent to the bus stop; provided, that such collection is made according to the then current and official time schedule of the United States Postal Service. (Code 1963, Sec. 22-110)

Sec. 10-4-28 - Parking across lines designating parking space.

It shall be unlawful for any person to park any vehicle across any line or marking designating a parking space. (Code 1963, Sec. 22-134)

Sec. 10-4-40 - Location of parked vehicles.

No person shall park a motor vehicle on any street except close to and parallel to the right curb or the right edge of the roadway; provided, that a vehicle may be stopped close to and parallel to the left curb or left edge of the roadway on one-way streets and may be parked at an angle to a curb or roadway edge where permitted by proper authority and where the space is clearly marked for such parking. (Ord. No. 3402, 9/16/89, Sec. 91)

02/10/10 4:40:13

Sec. 10-4-41 - Parking prohibited at certain locations.

No person shall park a motor vehicle or permit a motor vehicle to stand, whether attended or unattended, on a street in front of any part of a private driveway or, at any intersection of streets, within 20 feet from the intersection of curb lines or, if none, within 15 feet of the intersection of the surfaced portions of the streets. (Ord. No. 3402, 9/16/89, Sec. 92)

Sec. 10-4-42 - Parking prohibited near fire hydrant, etc.

No person shall park a motor vehicle or permit a motor vehicle to stand, whether attended or unattended, in a fire lane or on a street within 15 feet of a fire hydrant or of an entrance to a fire station or to a plainly designated building housing rescue squad equipment or an ambulance. For purposes of this section, the term "fire lane" refers to an area designated as such in accordance with section F-313.0 of the Virginia Statewide Fire Prevention Code. (Ord. No. 3402, 9/16/89, Sec. 93)



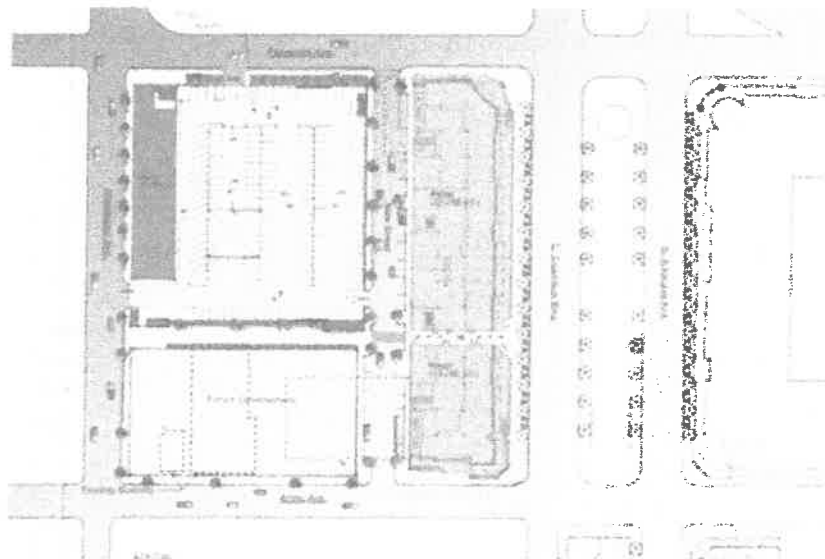
timhaahs.com

What are the types of parking studies and what value does each provide?

admin

4-5 minutes

4 years ago by in [Planning](#), [Parking Studies](#)



There are many types of parking studies that can be valuable to improving the parking situation in community. It is often easy to overlook the preliminary steps needed to make a neighborhood, campus, or development a success. Countless details must be considered before design and development, and parking is a critical component that provides infrastructure to support it.

Understanding these issues as a whole is an essential part of developing a successful project. The following are some of the most important, and common, types of parking studies:

Supply / Demand

- ✂ • Analyze current parking conditions and determine if they are sufficient to support growth and development ✂
- ✂ • Examine parking supply and anticipate future shortages ✂
- ✂ • Assess the ability of an existing supply to meet existing peak demand ✂
- ✂ • Project future demand ✂
- ✂ • Identify future deficit or surplus ✂
- ✂ • Develop parking demand ratios to calculate current and future parking demand ✂

Financial Feasibility

- Determine the cost to add and operate new parking
- Predict types of parking revenue
- Assess proposed rates and market value
- Determine whether the parking facility will be self-supporting
- Establish fee structures, annual growth rates, and revenues
- Identify user types and rates, turnover, and hours of operation

Shared Analysis

- Identify actual parking demand and user characteristics to mitigate cumulative parking demand
- Analyze land uses including total square footages by land use, tenant mix, number of units, etc.
- Identify reductions in parking per unit of land use as a result of individuals patronizing more than one destination on a single trip

**PARKING ANALYSIS
CHURCH STREET PEDESTRIAN DISTRICT**

**PREPARED BY THE
CHURCH STREET PARKING STUDY GROUP
TOWN OF VIENNA PLANNING COMMISSION**

**FOR
THE VIENNA TOWN COUNCIL
(Virginia)**

October 1, 2008

In the Town's C-1A commercial areas, the general on-site parking requirement for commercial offices, professional offices, and retail establishments is 1 space per 200 square feet of total floor area; restaurants are required to provide 1 space for every 4 seats. The substantial reduction in required parking spaces for redevelopment under the Church Street Vision Standards allows the landowner more space for development, up to a FAR of 0.7. The standard parking requirement (including restaurant parking) in other commercial areas of the Town, coupled with building height limitations, has limited the opportunities for individual parcels to reach a FAR of 0.7.³ The bonus provisions allow the landowner, with Council approval, to obtain additional reductions in requirements for lot coverage and parking (but not building height).

STUDY METHODOLOGY

The Commission's Study Group reviewed parking associated with businesses located on and fronting Church Street between Lawyers Road NW and Dominion Road NE. The study also included parking on those portions of Center Street North and Dominion Road NE that are adjacent to properties fronting on Church Street. The geographical extent of the study area, shown in Figure 1, does not include the entire Church Street Pedestrian District.

The parking analysis consisted of three major parts: (1) collection of data on current parking demand and supply and other parking issues; (2) projection of future parking demand and supply; and (3) examination of alternatives to improve near-term and long-term parking in the Church Street corridor.

Part 1: Data Collection – Current Parking Demand and Supply and Parking Habits

- Develop, from Town records, an inventory of properties, businesses, land uses, and available parking within the defined study area.
- Conduct field survey to verify inventory of on-site and on-street parking spaces.
- Survey property owners and business owners/managers regarding customer and employee parking practices. (A survey instrument was mailed to all property owners and business owners/managers, and was also posted on the Town's web site.)
- Survey the general public about their parking experiences in the study area. (A survey instrument was included in the Town's March 2008 Newsletter and also posted on the Town's web site.)
- Conduct field survey of utilization of on-street and on-site parking.

Part 2: Project and Analyze Future Parking Demand and Supply

- Project future parking needs based on 1 space for every 200 square feet of floor area in the District (1:200 is the Town standard for commercial/retail establishments, except for those redeveloping under the Church Street Vision Standards, where the ratio is 1:600). This projection will assume that, over 20 years, most parcels would redevelop at the higher density levels allowed under the provisions of the Church Street Vision Standards.

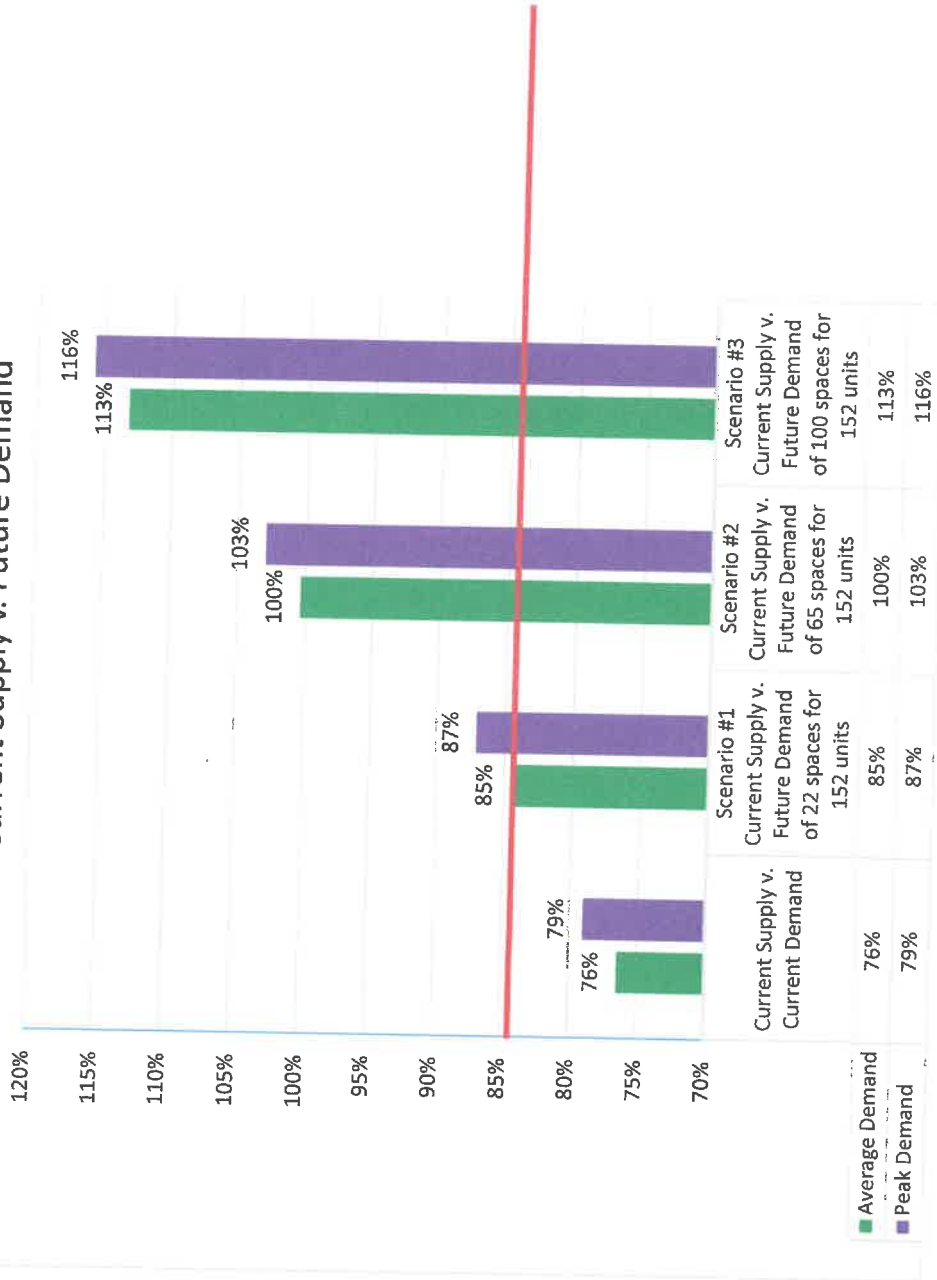
³ The small number of commercial buildings in Vienna that approach or exceed an FAR of 0.7, such as the White Oak office condominium, typically have obtained waivers from required parking standards, and predate the current height limitations.

IMPACT ANALYSIS
CURRENT SUPPLY V. FUTURE DEMAND

| Current Supply of On-Street Parking v. Current and Future Demand Scenarios for 27 Block Faces in Parking Study [A] | Inventory/ Supply (Spaces) | Average Demand (Spaces) | Average Surplus (Deficiency) (Spaces) | Average Occupancy % | Peak Demand (Spaces) | Peak Surplus (Deficiency) (Spaces) | Peak Occupancy % |
|---|----------------------------|-------------------------|---------------------------------------|---------------------|----------------------|------------------------------------|------------------|
| Current Supply v. Current Demand Within 1 Block of Chatham Square-14 block faces | 137 | 118 | 19 | 86% | 122 | 15 | 89% |
| Current Supply v. Current Demand Parking Study Area: | 272 | 208 | 64 | 76% | 215 | 57 | 79% |
| Scenario #1 | | | | | | | |
| Current Supply v. Current Demand | 272 | 208 | | | 215 | | |
| + 22 for Applicant's Future Demand Increase. 1 space x 152 Units x 15% = 22. NOTE: 285 vehicles are registered to Chatham Square residents. [B] | | | | | 22 | | |
| Current Supply v. Future Demand of 22 spaces for 152 units: | 272 | 230 | 42 | 85% | 237 | 35 | 87% |
| Scenario #2 | | | | | | | |
| Current Supply v. Current Demand | 272 | 208 | | | 215 | | |
| + 65 for Applicant's Future Demand Increase. 1 space x 152 Units x 42% = 65. NOTE: 285 vehicles are registered to Chatham Square residents. [B] | | | | | 65 | | |
| Current Supply v. Future Demand of 64 spaces for 152 units: | 272 | 273 | (1) | 100% | 280 | (8) | 103% |
| Scenario #3 | | | | | | | |
| Current Supply v. Current Demand | 272 | 208 | | | 215 | | |
| + 100 for Applicant's Future Demand Increase. 1 space x 152 Units x 66% = 100. NOTE: 285 vehicles are registered to Chatham Square residents. [B] | | | | | 100 | | |
| Current Supply v. Future Demand of 100 spaces for 152 units: | 272 | 308 | (36) | 113% | 315 | (43) | 116% |
| Notes | | | | | | | |
| [A] Parking Study Analysis prepared by Chatham Square Residents with an added column of Edits by Opponents of the request to supply and corresponding occupancy calculations columns. The data from the edited columns were used in this worksheet. | | | | | | | |
| [B] Per Katye North, City of Alexandria records states 285 vehicles with Chatham Square addresses have registered vehicles in the City of Alexandria. | | | | | | | |
| See attached Impact Analysis Current Supply v. Future Demand chart illustrating data. | | | | | | | |

IMPACT ANALYSIS

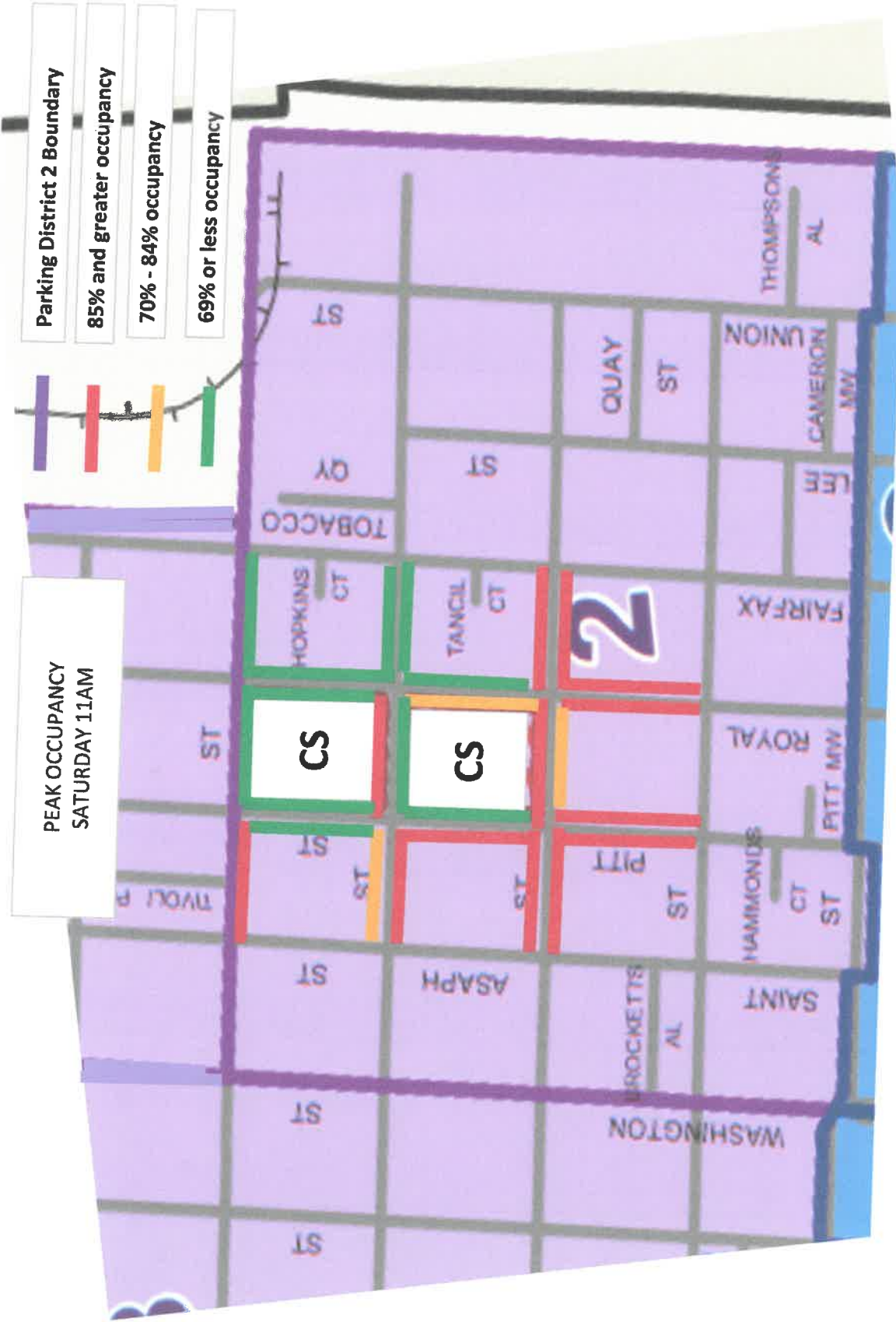
Current Supply v. Future Demand



Future Demands exceeding 22 spaces for Average Demand and 15 spaces for Peak Demand meets the critical 85% threshold indicating parking study area is at capacity. Additional space demands exceeding these amounts cannot be supported by current on-street parking supply.

7

Peak Occupancy Map



7

Staff supports the proposed level of ground level open space contingent upon additional amenities to enhance the usability of the passive open space through the provision of additional landscaping, benches, special pavers, etc.

The other issue is the provision of active recreational equipment for the children in the public housing and market-rate units. The applicant has proposed children's "tot lot" play equipment within the internal courtyards. Staff is recommending that one of the "tot lots" be designed to accommodate the younger children (ages 1-4) and the other "tot lot" to accommodate the intermediate age groups (ages 5-8). The internal "tot lots" will need to be designed to be a safe, convenient useable space for the children of the public housing and market-rate units.

The approval of the open space modification should be contingent upon additional amenities and improvements for the internal courtyards and providing two "tot lots" within the internal courtyards.

Parking:

Through the conceptual review process, staff raised the issue that the public housing units did not have direct stair access to the partially below-grade parking structures and, therefore, residents would be more likely to use the more conveniently located street parking. To accommodate this concern, stairs were added to the parking structure, resulting in a loss of parking spaces. As a result, the applicant is requesting a nine-space parking reduction. The parking reduction would be only for the public housing units that are providing 1.8 sp./unit. Each of the market-rate townhouses is providing the required 2 sp./unit. The applicant also is requesting that the typically required 15% (46) visitor parking be accommodated on the adjoining public streets.

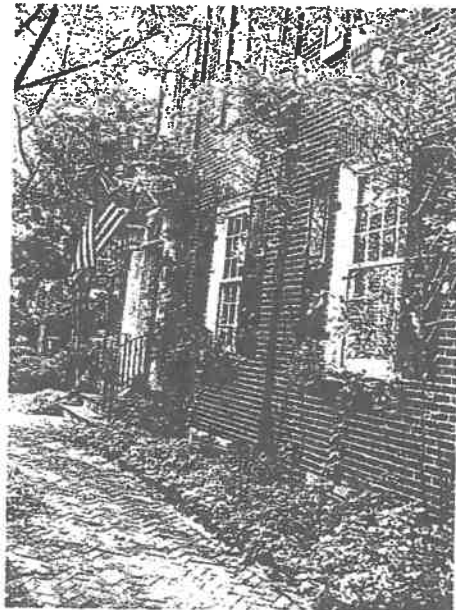
Based on the availability of visitor parking within the adjoining blocks as evidenced by the attached parking study prepared by Kimley-Horn dated November 7, 2002, which also indicates that the parking demand for other public housing facilities in the city is an average of .8 sp/unit, staff is recommending approval of the proposed parking reduction. In addition, based upon the parking study staff is recommending approval of the provision of visitor parking on the adjoining public streets. The reason the parking reduction is being requested is that stairs are being provided for the underground space to provide more convenient access to the parking space and, therefore, make the spaces more useable.

Although staff believes that the approximately 80 parking spaces provided on the public streets can accommodate the expected number of periodic visitors, staff is concerned that the residents adjoining the streets will find it more convenient to park on the streets rather than within the garages.

* Therefore, staff is recommending that a condition of the parking reduction approval be that none of the market-rate or public housing residents of the development be eligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8-71. This condition is similar to that which was required for other developments such as the recently approved Braddock Lofts development (under construction). *

High Quality Design and Materials:

Ensuring high quality architectural design and materials is essential to ensuring that the development will be compatible with the adjoining developments of Old Town. Staff recommends providing higher quality materials, such as brick and precast, and prohibiting materials, such as vinyl siding. This recommendation is consistent with other adjoining developments, such as Portners Landing, Bullfinch Square and Garretts Mill (under construction). Staff finds that this recommendation also is consistent with the intent of the Old Town North Urban Design Guidelines, to "create richness in architectural elements and details of individual structures."



The level of detail and materials recommended by staff will not result in changes to the overall building footprint or size of the units, simply the exterior treatment of the buildings. In addition to being consistent with the adjoining developments, the high quality design and materials will also ensure that adjoining sites that could be redeveloped, such as the W.M.A.T.A. bus facility and the Health Department site, also will be developed in the same high quality manner as the existing neighborhood.

ATTACHMENT H

BLOCK FACE PARKING SPACE CALCULATIONS

N. Pitt 400 West



NO PARKING BETWEEN THESE 2



NO PARKING 20 FT FROM CORNER PER CITY CODE

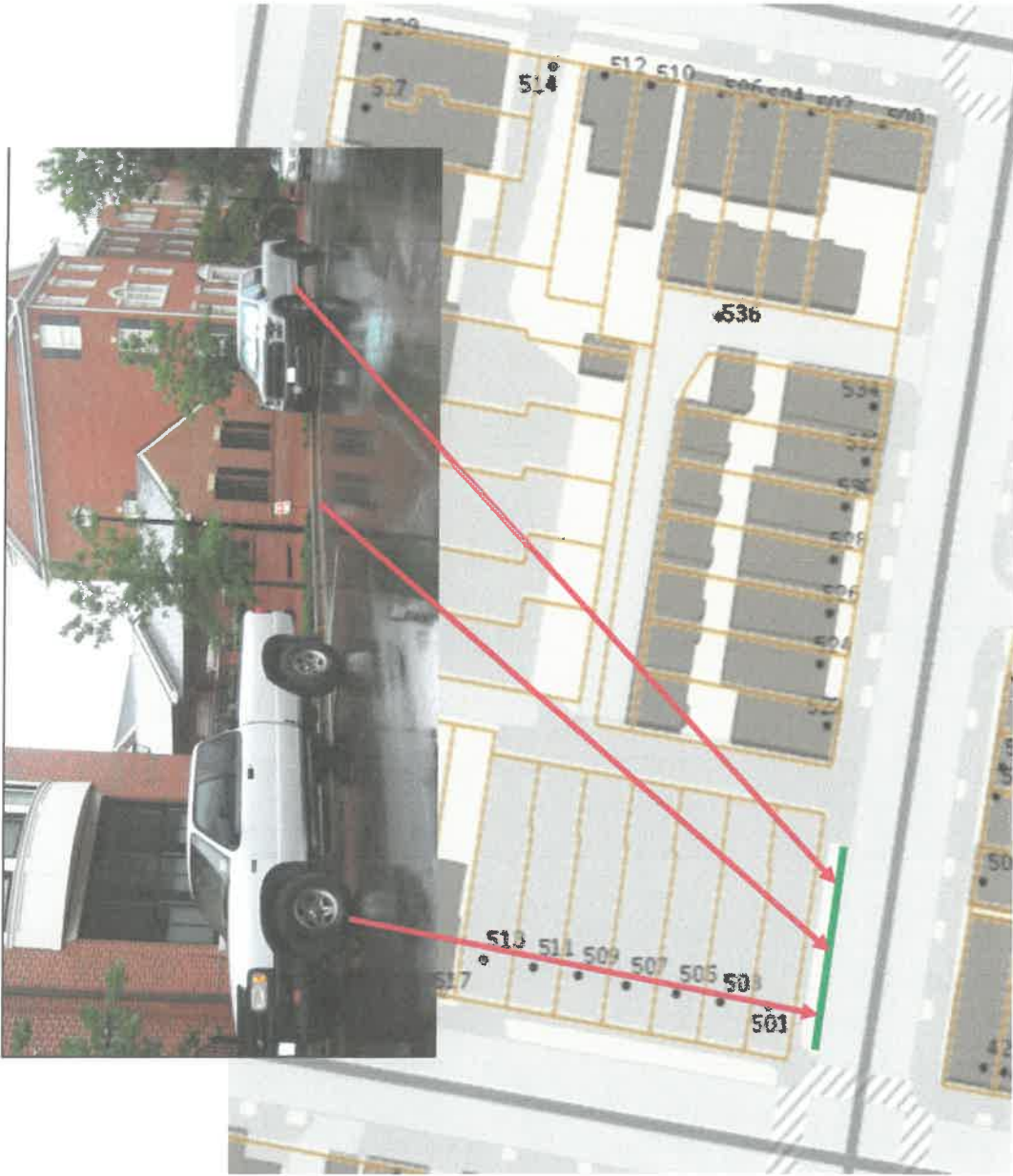
NO PARKING FROM SIGN TO CORNER 30 FT



| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|------------------------------------|---------------------------|----------------------|
| 216 | 20 | 10 |
| 48 | 20 | 2 |
| TOTAL LEGAL PARKING SPACES | | 12 |
| INVENTORY PER PARKING STUDY | | 13 |

N. PITT 400 WEST

N. Pitt 500 West



N. PITT 500 WEST

UNRESTRICTED PORTION OF BLOCK FACE

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| STREET LINED SPACES | | 3 |
| TOTAL LEGAL PARKING SPACES | | 3 |
| INVENTORY PER PARKING STUDY | | 4 |

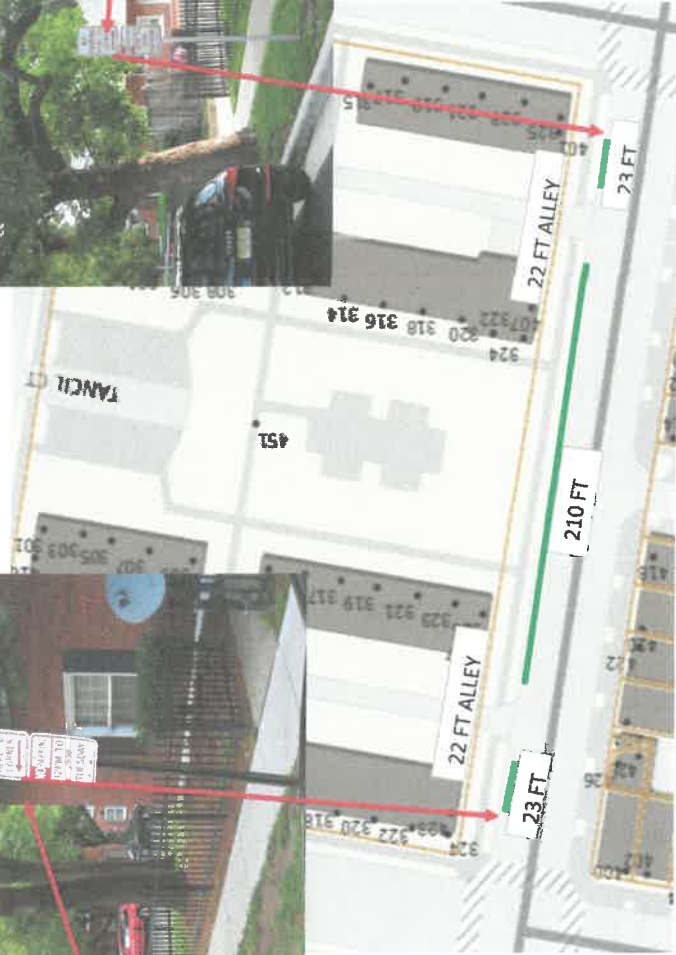
N. Royal 400 East



NO
PARKING
FROM
SIGN TO
CORNER
38 FT



NO
PARKING
FROM
SIGN TO
CORNER
40 FT



N. ROYAL 400 EAST

| | LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|--------|---------------------------|----------------------|
| | 23 | 20 | 1 |
| | 210 | | 10 |
| | 23 | 20 | 1 |
| TOTAL LEGAL PARKING SPACES | | | 12 |
| INVENTORY PER PARKING STUDY | | | 13 |

N. Royal 500 East

NO
PARKING
FROM
SIGN TO
CORNER
40 FT



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

N. ROYAL 500 EAST

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 23 | 20 | 1 |
| 210 | 20 | 10 |
| 41 | 20 | 2 |
| TOTAL LEGAL PARKING SPACES | | 13 |
| INVENTORY PER PARKING STUDY | | 14 |

N. Pitt 500 East



HYDRANT
LOCATED
15 FT
FROM
CORNER



PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE

N. PITT 500 EAST

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 129 | 20 | 6 |
| 134 | 20 | 6 |
| TOTAL LEGAL PARKING SPACES | | 12 |
| INVENTORY PER PARKING STUDY | | 13 |

N. Royal 500 West



HYDRANT LOCATED 14 FT FROM CORNER

PARKING 15 FT FROM HYDRANT PER CITY CODE



HYDRANT LOCATED 15 FT FROM CORNER

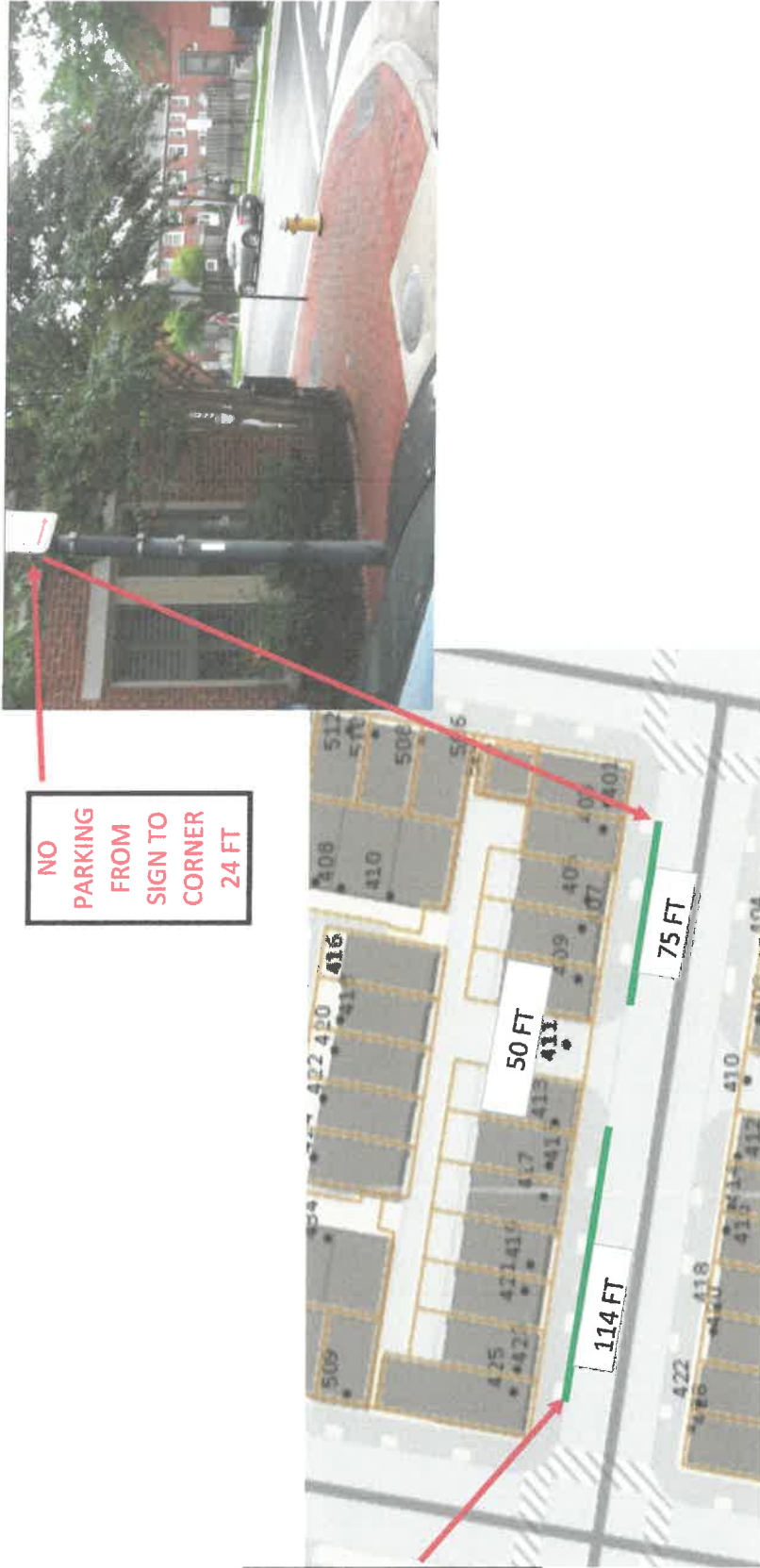
PARKING 15 FT FROM HYDRANT PER CITY CODE



N. ROYAL 500 WEST

| | LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|--------|---------------------------|----------------------|
| | 132 | 20 | 6 |
| | 137 | 20 | 6 |
| TOTAL LEGAL PARKING SPACES | | | 12 |
| INVENTORY PER PARKING STUDY | | | 14 |

Oronoco 400 North



NO
PARKING
FROM
SIGN TO
CORNER
24 FT

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

ORONOCO 400 NORTH

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 114 | 20 | 5 |
| 75 | 20 | 3 |
| TOTAL LEGAL PARKING SPACES | | 8 |
| INVENTORY PER PARKING STUDY | | 9 |

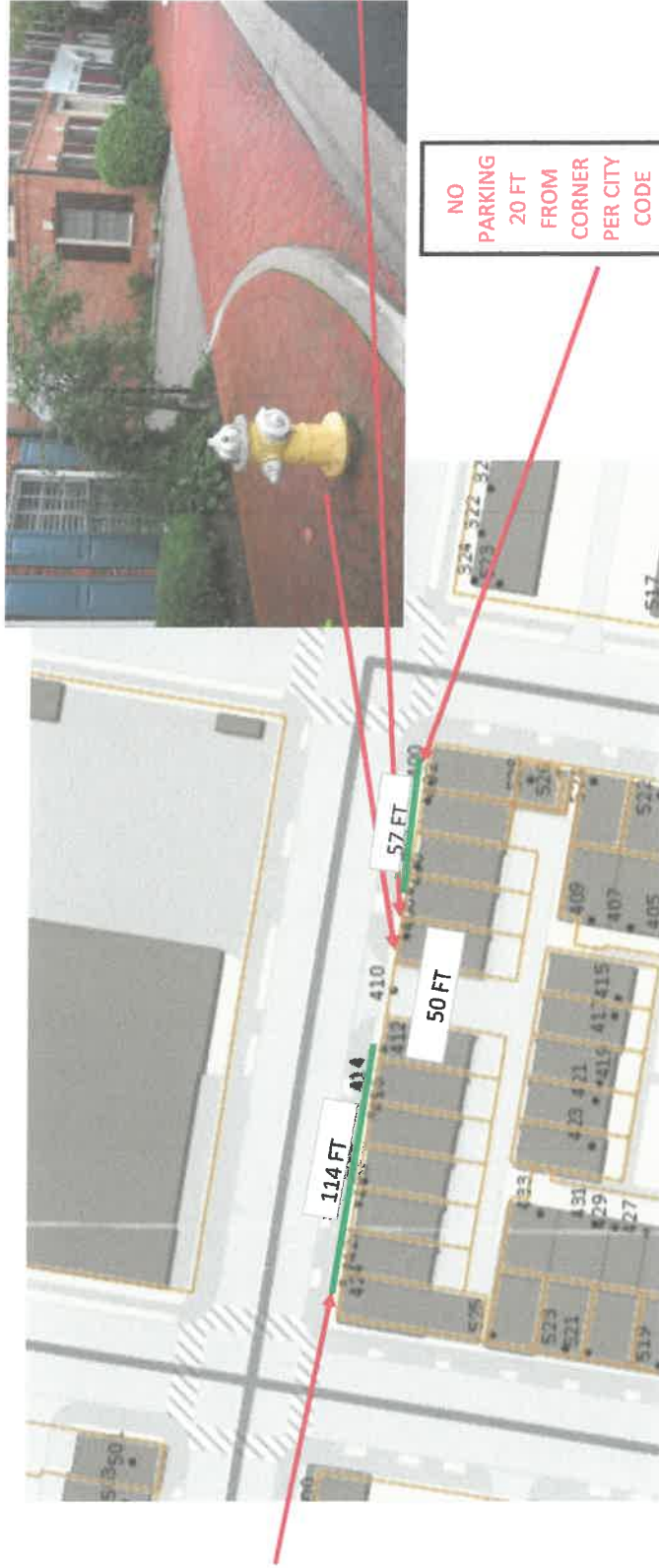
Oronoco 400 South



| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 76 | 20 | 3 |
| 73 | 20 | 3 |
| TOTAL LEGAL PARKING SPACES | | 6 |
| INVENTORY PER PARKING STUDY | | 8 |

ORONOCO 400 SOUTH

Pendleton 400 South



HYDRANT
LOCATED
7 FT
FROM
CORNER

PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 114 | 20 | 5 |
| 57 | 20 | 2 |
| TOTAL LEGAL PARKING SPACES | | 7 |
| INVENTORY PER PARKING STUDY | | 9 |

PENDLETON 400 SOUTH

Princess 400 North



HYDRANT
LOCATED
25 FT
FROM
CORNER

NO
PARKING
15 FT
FROM
HYDRANT
PER CITY
CODE

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



PRINCESS 400 NORTH

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 96 | 20 | 4 |
| 77 | 20 | 3 |
| TOTAL LEGAL PARKING SPACES | | 7 |
| INVENTORY PER PARKING STUDY | | 9 |

N. Pitt 300 East



**HYDRANT
LOCATED
12 FT
FROM
CORNER**

**NO
PARKING
15 FT
FROM
HYDRANT
PER CITY**

**NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE**

N. PITT 300 EAST

| | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|------------------------------------|------------------------------------|----------------------------|
| LENGTH | 20 | 7 |
| | 20 | 7 |
| TOTAL LEGAL PARKING SPACES | | 14 |
| INVENTORY PER PARKING STUDY | | 15 |

N. Pitt 300 West



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

NO
PARKING
FROM
SIGN TO
CORNER
27 FT

N. PITT 300 WEST

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 104 | 20 | 5 |
| 40 | 20 | 2 |
| 130 | 20 | 6 |
| TOTAL LEGAL PARKING SPACES | | 13 |
| INVENTORY PER PARKING STUDY | | 14 |

N. Royal 300 East



**NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE**

**NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE**

N. ROYAL 300 EAST

| | LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|------------------------------------|--------|---------------------------|----------------------|
| | 75 | 20 | 3 |
| | 235 | 20 | 11 |
| TOTAL LEGAL PARKING SPACES | | | 14 |
| INVENTORY PER PARKING STUDY | | | 16 |

N. Royal 300 West



NO
PARKING
FROM
CURB
BULB TO
CORNER
30 FT

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE

N. ROYAL 300 WEST

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 84 | 20 | 4 |
| 57 | 20 | 3 |
| 46 | 20 | 2 |
| 20 | 20 | 1 |
| 22 | 22 | 1 |
| 57 | 20 | 2 |
| TOTAL LEGAL PARKING SPACES | | 13 |
| INVENTORY PER PARKING STUDY | | 14 |

Oronoco 300 South



NO
PARKING
FROM
SIGN TO
CORNER
40 FT



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



192 FT

HC

| | LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|--------|---------------------------|----------------------|
| | 192 | 20 | 9 |
| HC | 22 | 22 | 1 |
| TOTAL LEGAL PARKING SPACES | | | 10 |
| INVENTORY PER PARKING STUDY | | | 11 |

ORONOCO 300 SOUTH

Oronoco 300 North



SCHOOL DAY PARKING INVENTORY

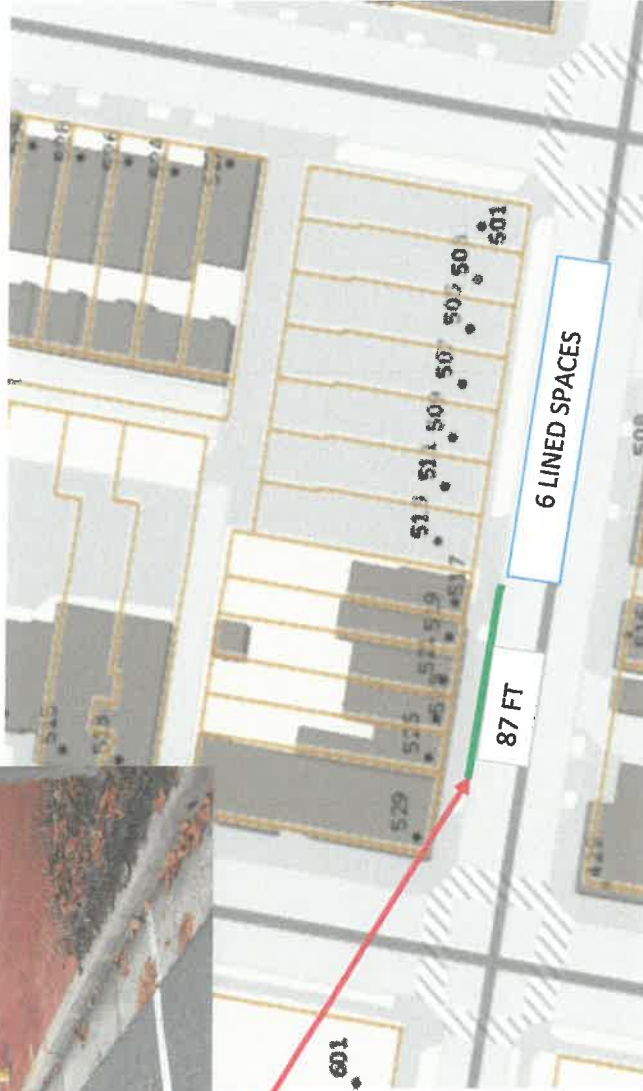
| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 86 | 20 | 4 |
| N/A | 0 | |
| 58 | 20 | 2 |
| TOTAL LEGAL PARKING SPACES | | 6 |
| INVENTORY PER PARKING STUDY | | 9 |

ORONOCO 300 NORTH

Oronoco 500 North



**NO
PARKING
FROM
SIGN TO
CORNER
35 FT**



ORONOCO 500 NORTH

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 87 | 20 | 4 |
| STREET LINED SPACES | | 6 |
| TOTAL LEGAL PARKING SPACES | | 10 |
| INVENTORY PER PARKING STUDY | | 11 |

Oronoco 500 South



ORONOCO 500 SOUTH

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 48 | 20 | 2 |
| 20 | 20 | 1 |
| 57 | 20 | 2 |
| TOTAL LEGAL PARKING SPACES | | 5 |
| INVENTORY PER PARKING STUDY | | 6 |

Pendleton 300 South



**NO
PARKING
FROM
SIGN TO
CORNER
35 FT**



**NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE**

PENDLETON 300 SOUTH

| | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|------------------------------------|---------------------------|----------------------|
| LENGTH | 20 | 10 |
| TOTAL LEGAL PARKING SPACES | | 10 |
| INVENTORY PER PARKING STUDY | | 11 |

Princess 300 South

NO
PARKING
FROM
SIGN TO
CORNER
37 FT



NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



PRINCESS 300 SOUTH

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 124 | 20 | 6 |
| 73 | 20 | 3 |
| TOTAL LEGAL PARKING SPACES | | 9 |
| INVENTORY PER PARKING STUDY | | 10 |

Princess 300 North

NO
PARKING
20 FT
FROM
CORNER
PER CITY
CODE



NO
PARKING
FROM
SIGN TO
CORNER
37 FT



PRINCESS 300 NORTH

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|---------------------------|----------------------|
| 217 | 20 | 10 |
| TOTAL LEGAL PARKING SPACES | | 10 |
| INVENTORY PER PARKING STUDY | | 11 |

Princess 500 North



PRINCESS 500 NORTH

| LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|------------------------------------|---------------------------|----------------------|
| 217 | 20 | 10 |
| TOTAL LEGAL PARKING SPACES | | 10 |
| INVENTORY PER PARKING STUDY | | 11 |

Princess 500 South



PRINCESS 500 SOUTH

| | LENGTH | DIVIDED BY FEET PER SPACE | # OF SPACES FOR AREA |
|-----------------------------|--------|---------------------------|----------------------|
| | 84 | 20 | 4 |
| TOTAL LEGAL PARKING SPACES | | | 4 |
| INVENTORY PER PARKING STUDY | | | 10 |