

Rezoning #2020-00006
Development Special Use Permit #2020-10032
Special Use Permit (TMP) #2020-00084
450 S. Patrick Street
Heritage at Old Town

Application	General Data	
Project Name: Heritage at Old Town	PC Hearing:	February 2, 2021
	CC Hearing:	February 20, 2021
	If approved, DSUP Expiration:	February 20, 2024
	Plan Acreage:	4.76 acres (207,158 Square feet)
Location: 416 S. Alfred Street; 431 S. Columbus Street; 901 Gibbon Street; 450 & 510 S. Patrick Street; and 900 Wolfe Street	Current Zone:	RB/Townhouse and RC/High Density Apartment
	Proposed Zone	RMF/Residential Multifamily
	Proposed Use:	Multifamily residential
	Dwelling Units:	750
	Gross Floor Area:	726,448 square feet
Applicant: Heritage at Old Town PropCo LLC, represented by M. Catharine Puskar, Attorney	Small Area Plan:	South Patrick Street Housing Affordability Strategy and Southwest Quadrant Small Area Plan
	Green Building:	Compliance with City's 2019 Green Building Policy

Purpose of Application
Consideration of a request to construct three mixed-income multifamily residential buildings on three blocks with a total of 750 units.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none">1. Rezoning from RB (blocks 1 and 4) and RC (Block 2) to RMF2. Development special use permit and site plan3. Special use permit to increase the floor area ratio to 3.0 in the RMF zone4. Special use permit for bonus density and height for the provision of affordable housing5. Special use permit for a tier three transportation management plan (TMP)6. Site plan modification for street tree spacing requirements in the Landscape Guidelines

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Karl Moritz, Director, Planning & Zoning Robert M. Kerns, AICP, Chief of Development Catherine Miliaras, AICP, Principal Planner Michael Swidrak, AICP, Urban Planner

PLANNING COMMISSION ACTION, FEBRUARY 2, 2021:

On a motion by Vice Chair McMahon, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Rezoning #2020-00006. The motion carried on a vote of 7 to 0.

On a motion by Vice Chair McMahon, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Development Special Use Permit #2020-10032, TMP SUP #2020-00084. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis finding the proposal consistent with the goals and objectives of the South Patrick Street Housing Affordability Strategy (SPSHAS).

Commissioner Koenig wanted staff to confirm where in the SPSHAS the use of Section 7-700 in tandem with rezonings is discussed. Staff confirmed that the use of Section 7-700 is discussed on the page with the development table (page 31) in addition to other places in the SPSHAS.

Commissioner Brown asked staff if the expectations that went into the SPSHAS analysis (i.e. that the existing deeply affordable units were at risk of being lost due to expiring/expired contracts) are still true today. Staff indicated that that was correct and noted that the Olde Towne West property now has a HUD rental subsidy contract that is also under annual renewal. Commissioner Brown stated that the Heritage redevelopment proposal helps to save HUD-subsidized units and add new affordable units within the SPSHAS area.

Commissioner Brown asked staff to provide background on the shape of the Old and Historic Alexandria District (OHAD) and its relation to historic resources in the area. Staff noted that the OHAD boundary has grown and changed multiple times since its creation in 1946, and that the border is not specifically related to capturing all of the historic resources in the area but about creating an area that is under the purview of design review.

Vice Chair McMahon noted that community concern for flooding events within the vicinity of the projects and asked staff to confirm if there were adequate stormwater management facilities integrated into the project. Staff responded that yes, the stormwater facilities are not only adequate but will improve conditions. The applicant is providing stormwater management facilities, including green infrastructure and vaults to detain stormwater that exceed state and local requirements for stormwater management and will reduce the amount of stormwater runoff from current levels at the site.

Chair Macek asked staff to clarify the number of playspaces that will be located in the redesigned Wilkes Street Park. Staff noted that there are two areas of approximately 1,600 square feet (one on each parcel) as shown in the concept design for the park that could accommodate playspace structures. Staff added that the design and location of playspace structures will evolve based on comments from the Park and Recreation Commission and the administrative park plan review. Commissioner Brown added that he wanted a meaningful play area in the park and development to accommodate the additional school-aged children that will be located within the Heritage redevelopment.

Vice Chair McMahon asked staff to confirm that the streetscape and front yard design of the buildings fronting S. Patrick Street were in conformance with the SPSHAS. Staff confirmed that they do; the below-grade terraces that are proposed for portions of the buildings fronting S. Patrick Street still provide significant green areas and areas of open space adjacent to the sidewalk consistent with SPSHAS recommendations. The Vice Chair also asked staff to provide clarification on the amount of street tree canopy with the proposed development compared with existing conditions. Staff noted that there are close to 70 street trees or trees within the site adjacent to the right-of-way that are existing, and that there will be a minimum of 67 street trees and approximately 30 more trees within the site adjacent to the right-of-way with the new development. Staff also noted there were constraints concerning maintaining the existing tree canopy, including the realignment of the S. Patrick Street sidewalk, the creation of a parking lane on S. Alfred Street, location of new curb cuts for parking and loading access and existing trees that are on the City's invasive species list.

Following up on testimony, Vice Chair McMahon asked staff to clarify if the proposed wood-frame construction would be a fire hazard. Staff noted that the proposal will be regulated by evolving building code that takes into account best practices for wood-frame construction and the City will ensure safety and sustainability with the new development.

Commissioner Koenig noted his appreciation for the extensive community input. He concurred with points made regarding compliance and implantation of SPSHAS, including use of zoning tools needed to provide development. Commissioner Koenig talked about the desirable value of mixed-income development in terms of equity and will allow for residents of the Heritage to return and continue to reside in the neighborhood. Commissioner Lyle concurred with Commissioner Koenig's comments. Commissioner Lyle addressed community comment regarding the integrity of the planning process from the City perspective and the need to provide housing for people who work in Alexandria.

Vice Chair McMahon addressed the question about the City use of financial resources of housing, and that the Planning Commission is tasked with the land use approvals and not the use of financial resources for this project. The Vice Chair noted the compliance of the proposal with the SPSHAS, including building breaks and contextual scale, ground-level open space and publicly accessible areas, below-grade parking and additional on-street parking, and the improvements to Wilkes Street Park. The Vice Chair also directed staff to continue to reach out to the existing market-affordable residents of the Heritage on the relocation process.

Commissioner Brown stated his support for the project. The Commissioner noted that the use of bonus density and height is consistent with the SPSHAS, though noting that generally, small area plans can be clearer about the heights and densities that may occur should developers choose the bonus density option. Commissioner Brown noted that the 3.0 FAR envisioned for the site in the SPSHAS is only realized through the use of bonus height in Section 7-700. Commissioner Koenig concurred that while the SPSHAS notes the potential use of Section 7-700, it could have created even clearer expectations for how that could impact height or density of redevelopment projects.

Commissioner Goebel expressed his support for the project, noting the contextual scale and architectural character are consistent with the neighborhood, and areas in Old Town North that have a mix of traditional and contemporary design.

Commissioner Ramirez noted her support of the project and appreciated the public input on the proposal. Commissioner Ramirez noted the ground-level architectural articulation will add to the neighborhood, while the height is placed in areas away from existing housing.

Chair Macek noted his support for the project, stating that the project secures the existing affordable housing on the site and existing residents in the neighborhood. The Chair commented that the market-rate housing proposed with the development will also help the City meet its overall housing needs with increased supply.

Speakers:

M. Catharine Puskar, representing the applicant, spoke in support of the project. Ms. Puskar specifically noted project compliance with the plan, including rezoning, use of Section 7-700 to preserve and expand affordable housing units in the area. Ms. Puskar also discussed the community engagement process and evolution of the proposal in response to community concerns.

James Simmons, representing the applicant, spoke in support of the project. He noted that the proposal is not for high-rises and is similar to what is currently on Block 2. Mr. Simmons also noted that the proposal allows for the preservation of the HUD-subsidized units, which would not be secure without the SPSHAS and zoning tools.

Katharine Dixon, of Rebuilding Together Alexandria and a member of the Alexandria Housing Affordability Advisory Committee (AHAAC), spoke in support of the project, noting the thoroughness of the community engagement process.

Shelley Murphy, of 613 E. Nelson Avenue and a member of AHAAC, spoke in support of the proposal. Ms. Murphy noted that the project was mixed income and included no use of City funds to provide affordable units.

Michelle Krock, of 301 Clifford Avenue and a member of AHAAC, spoke in support of the project. Ms. Krock stated that the project would stanch the loss of market affordable housing consistent with City priorities.

Christopher Morell, of 421 S. Columbus Street, noted his concerns with the proposal, including height, mass and density and increased shadows on houses to the north of Block 2.

Kay Morell, of 421 S. Columbus Street, noted her concerns with the project, including height and scale and design compatibility with the surrounding neighborhood.

Stewart Schwartz, representing the Coalition for Smarter Growth, spoke in support of the project, stating that it fits within the area context and provides a mix of housing affordability.

Betsy Faga, of the Episcopal Church of the Resurrection and AHAAC, spoke in support of the project. Ms. Faga stated that the project helps the area, which is in need of affordable housing. Rev. Jo Belser, Priest of the Church of the Resurrection, noted her support of the project and its use of zoning tools to provide increased affordable housing in the area.

Yvonne Callahan, of 735 S. Lee Street and Old Town Civic Association, expressed her concerns with the height of the building on Block 2.

Gail Rothrock, of 209 Duke Street and the Historic Alexandria Foundation, noted her concerns about size and scale of development proposed in the OHAD.

Louanne Roark, of 555 S. Washington St, noted her concerns about the project. Ms. Roark presented to the Commission that the proposal is too large and incompatible for the area.

Zachary DesJardins, of 202 Skyhill Road and AHAAC, noted his support of the project based on compatibility with the SPSHAS by preserving affordable units in the area.

Rebecca Loesberg, of 1513 Crestwood Drive and representing Grassroots Alexandria, spoke in support of the project based on its focus on preserving and providing affordable housing and an inclusive area.

George Fishman, of 715 Gibbon Street, noted his concerns with the size and character of the project.

Albert Pierce, of 320 S. Alfred Street, noted his opposition the proposal, specifically the compatibility of the height and scale of the project with the neighborhood and SPSHAS.

Ingris Moran, of 3800 Executive Avenue and Tenants and Workers United, noted her support of the project based on the expansion and preservation affordable units and the requested additional affordable units.

Ellen Mosher, of 324 N. St. Asaph Street, noted her the concerns with the project, arguing that the goal of the SPSHAS is to preserve, not expand affordable units in the area.

Mary Morrow-Bax, of 302 S. Columbus Street, noted her opposition to the project, stating that the community information and engagement was late in the process and the proposal does not consider existing residents.

Shannon Steene, representing Carpenter's Shelter, spoke in favor of the proposal based on its increase and preservation of affordable housing units.

Danny Smith, of 401 S. Lee Street and co-chair of the Historic Alexandria Resources Commission, spoke in opposition to the project as proposed. He specifically noted negative impacts to the OHAD, impacts to the gateway to the OHAD and to historic resources.

Leslie Roberson and Robert Coyle of 422 S. Columbus Street and the Wilkes Row HOA, spoke in opposition to the project based on compatibility to neighborhood and height and scale.

Cecily Crandall, of 815 Green Street, spoke in opposition to the project. Ms. Crandall noted that the public process for the SPSHAS and Heritage proposal was inadequate.

Martha Raymond, of 305 Summers Drive, noted her concerns about the proposed construction type (wood-frame over concrete podium). Ms. Raymond noted that the construction type is prone to fires, using the recent fire on a construction project in southern Fairfax County as an example.

Darryl Resio, of 827 Wolfe Street, spoke in opposition to the project, noting the project is not in accordance with the SPSHAS in terms of height and architectural character.

Jennifer Resio, of 827 Wolfe Street, spoke in opposition to the project. Ms. Resio noted the bonus density and height is not in line with the SPSHAS.

Ken Notis, representing Livable Alexandria, spoke in support of the project, specifically that the project will preserve and expand housing in the area, and will support public transit growth.

Rev. Juli Wilson-Black, pastor of Fairlington Presbyterian Church, spoke in support of the project. Rev. Wilson-Black highlighted the equitable nature of the proposal to increase affordable housing in the area.

Janice Kupiec, of 815 of S. Columbus Street, spoke in opposition to the project as proposed, based on the size of the development and the density and height needed to get additional affordable units.

Marta Ali, of 902 Wolfe Street and a resident of the Heritage, supported the redevelopment proposal based on the need for the replacement on the existing buildings, which have been prone to flooding and maintenance issues.

Tiffany Fishman, of 715 Gibbon Street, spoke in opposition of the project as proposed. Ms. Fishman stated that the current plans do not meet the design guidelines of the SPSHAS and the scale of the neighborhood.

Charles Monterio, Jr., representing the Alfred Street Baptist Church, spoke in support of the project based on the preservation and expansion of affordable housing.

Jonathan Frederick, of 5384 Echols Avenue and the Alexandria Housing Development Corporation, spoke in support of the project.

Stephen Milone, of 907 Prince Street and representing Old Town Civic Association, noted concerns with the project as proposed. Mr. Milone noted a loss of on-site open space, and conflicts with the neighborhood and SPSHAS.

Stafford Ward, of 600 S. Columbus Street, noted his concerns with the project, specifically noting issues with tenant relocation during a pandemic, conflicts with approved plans and height and scale.

Deborah Ellsworth, of 415 S. Pitt Street, noted her concerns with the project, stating the supported goals of the SPSHAS as a compromise for preserving affordability and maintaining height and scale of the development was not met with the proposal.

John Szczech, of 413 S. Columbus Street, noted his concerns with the proposal based on the size, scale, height and removal of open space.

Ethel Talley of 522 S. Alfred Street, noted her concerns with the relocation process and keeping existing Heritage residents in the neighborhood.

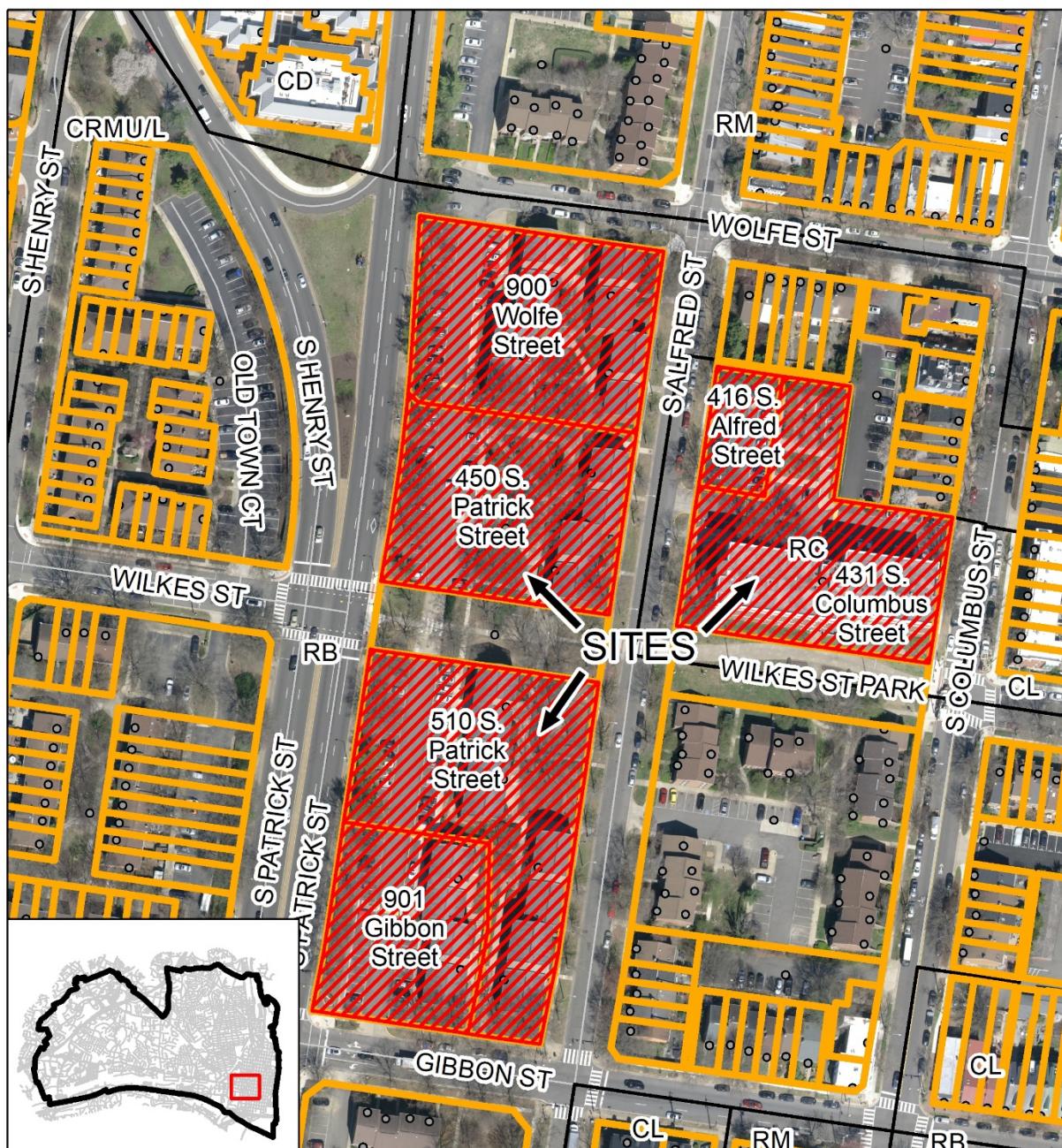
Maureen Dugan, of 819 Green Street, noted her concerns with the proposal, specifically the increase of market-rate units needed to provide the affordable housing.

Megan and Michael McConnell, of 432 S. Columbus Street, noted their concerns with the project. They support the use of density to preserve affordable housing and the SPSHAS, but noted concerns based on the degree of the height and scale increase, noting concerns by the BAR.

Jared Foretek, of 401 Holland Lane, spoke in support of the proposal, specifically the preservation and expansion of affordable housing in the City.

Julie Lineberry noted her concerns with the project. Ms. Lineberry specifically noted the trade-offs are not worth the density and scale in the project.

Stephen Sweeney noted his concerns with the proposal, highlighting traffic impacts with the project.



Rezoning #2020-00006
Development Special Use Permit #2020-10032
Transportation Management Plan Special Use Permit 2020-00084
416 South Alfred Street; 431 South Columbus Street;
901 Gibbon Street; 450 & 510 South Patrick Street;
and 900 Wolfe Street



0 65 130 260 Feet

PROJECT LOCATION MAP

I. SUMMARY

Recommendation

Staff recommends **approval** of the request of Heritage Old Town PropCo (“the applicant”) for a Development Special Use Permit (DSUP) and associated applications to construct three mixed-income multifamily buildings on a tract of three blocks with 750 total units. This development implements and is consistent with the principles of the South Patrick Street Housing Affordability Strategy (SPSHAS) and provides a number of benefits for the city and the surrounding community, including:

- Preserving the long-term affordability of 140 HUD (federally)- subsidized housing units provided by the existing Heritage at Old Town development through redevelopment of the site;
- Providing an additional 55 units of committed affordable housing that can serve the housing needs of area residents, including residents of the “market-rate affordable” units in the existing Heritage development;
- Three buildings in compliance with the City’s 2019 Green Building Policy, including LEED Silver (or equivalent) certification and areas of green roof on each building;
- Publicly accessible open space, including the mid-block walkway through Block 1;
- Redesign and in-kind improvements to Wilkes Street Park that provide for increased passive and active recreational activities while preserving the existing tree canopy in the west park parcel;
- Streetscape improvements including widened sidewalks and new street trees and tree wells along each of the site’s eight street frontages, increased street parking on S. Alfred Street, a raised crosswalk connecting Wilkes Street Park and 10-foot-wide sidewalk and landscape strip along S. Patrick Street per the SPSHAS;
- A \$60,000 contribution towards the City’s Capital Bikeshare Fund; and
- A contribution to the public arts fund of at least \$198,458.

General Project Description

The applicant proposes the redevelopment of the existing 244-unit Heritage at Old Town garden-style and midrise apartment development with the construction of three multifamily buildings that contain a total of 750 units, including 195 affordable dwelling units. The redevelopment ensures that the 140 subsidized affordable units on the site will remain for another 40-year period while increasing the number of subsidized affordable units at the site. Buildings at Blocks 1 and 2 have a maximum seven stories and Block 4 has a maximum eight stories due to grade changes on the block, but each block has four-story portions adjacent to areas of existing neighborhood residential development. Each building has a two-level underground parking garage and an off-street loading dock. The development has a maximum height of 80 feet with building heights for each block ranging from 45 feet to 80 feet.

The development will provide areas of both private and publicly accessible open space in addition to improvements to the adjacent public realm. In addition to internal open space courtyards on each block, the applicant proposes private patios adjacent to Wilkes Street Park, a publicly accessible pocket park on Block 4 and a mid-block walkway on Block 1. The applicant has agreed to provide improvements to the adjacent Wilkes Street Park consistent with the SPSHAS, including an enhanced multi-use trail, landscaping (in addition to preserved trees on the west parcel), playspace areas and a raised crosswalk across the park parcel to enhance safety. The proposal also includes streetscape improvements to each site frontage, including wider sidewalks (with 10-foot-wide sidewalks on S. Patrick Street), bioretention tree wells along S. Columbus and S. Alfred streets and increased on-street parking on S. Alfred Street.

The following approvals are requested with this project:

- A rezoning from RB (blocks 1 and 4) and RC (Block 2) to RMF;
- A Development Special Use Permit (DSUP) with site plan to construct three multifamily residential buildings on three blocks within a tract, including:
 - A Special Use Permit to increase the maximum permitted floor area ratio to 3.0 in the RMF zone;
 - A Special Use Permit for bonus density up to 30 percent and height up to 25 feet in areas with a height limit above 50 feet for the provision of affordable housing;
 - Site Plan Modification for the provided street trees based on the Landscape Guidelines; and
- A Transportation Management Plan (TMP) Special Use Permit (tier three).

II. BACKGROUND

A. Site Context

The project site is located on three blocks within the Southwest Quadrant of Old Town, with Wolfe Street to the north, S. Columbus Street to the east, Gibbon Street and the eastern portion of Wilkes Street Park to the south, and S. Patrick Street (US Route 1) to the west. The total site is 4.76 acres (207,158 square feet), and each block has a frontage on S. Alfred Street and Wilkes Street Park, an approximately 0.75-acre park that is bifurcated by S. Alfred Street. Block 2 and portions of Block 1 are located within the Old and Historic Alexandria District (OHAD). Per BAR policy, the entire building at Block 1, in addition to Block 2, is under review by the Board of Architectural Review (BAR) and designs for these blocks will be required to obtain a Certificate of Appropriateness following DSUP approval and prior to construction. The BAR has approved a Permit to Demolish for the existing Block 1 and Block 2 buildings, which was upheld by City Council on an appeal heard in October 2020.

The site is located in an area historically referred to as “The Bottoms”, an African American settlement established between 1790 and 1810, and more recently known as “The Dip.” The site is the current location of the Heritage at Old Town apartment complex, which was built in 1976-

1977 as part of “The Dip” urban renewal project in the Southwest Quadrant. The three-block complex contains a total of 244 units – 140 of these units are subsidized through the Federal Department of Housing and Urban Development (HUD) via project-based vouchers, and the remaining 104 units have market-rate rents, though are considered “market-rate affordable” by the City based on the relatively lower rents in the complex compared to average rents in Old Town. The Heritage complex consists of two blocks (blocks 1 and 4) as three-story garden apartments with surface parking lots, and a six-story midrise apartment building on what is Block 2. Wilkes Street Park, which is located adjacent to the southern portion of blocks 1 and 2 and the northern portion of Block 4, was created as a City park from the vacation of two blocks of Wilkes Street and was constructed around the time of the construction of the Heritage development. The western parcel (between S. Patrick and S. Alfred streets) contains a narrow concrete bicycle and pedestrian path and several mature trees, while the east parcel (between S. Alfred and S. Columbus streets) contains a wider concrete multi-use path sandwiched by areas of sod with minimal programmatic elements.

The development site (blocks 1, 2 and 4) is labeled as such in the SPSHAS. The site borders the Olde Towne West housing development (blocks 3 and 5 in the SPSHAS) to the south and east, the Alfred Street Baptist Church and subsidized stacked townhouse units owned by the church to the north across Wolfe Street (Block 1), and townhouse units and S. Patrick Street adjacent to the remaining site frontages.

B. Detailed Project Description

The applicant proposes the redevelopment of the three-block Heritage at Old Town site with the construction of three multifamily buildings with 750 dwelling units. The site map below (Figure 1) shows the proposed building footprint of each of the buildings.

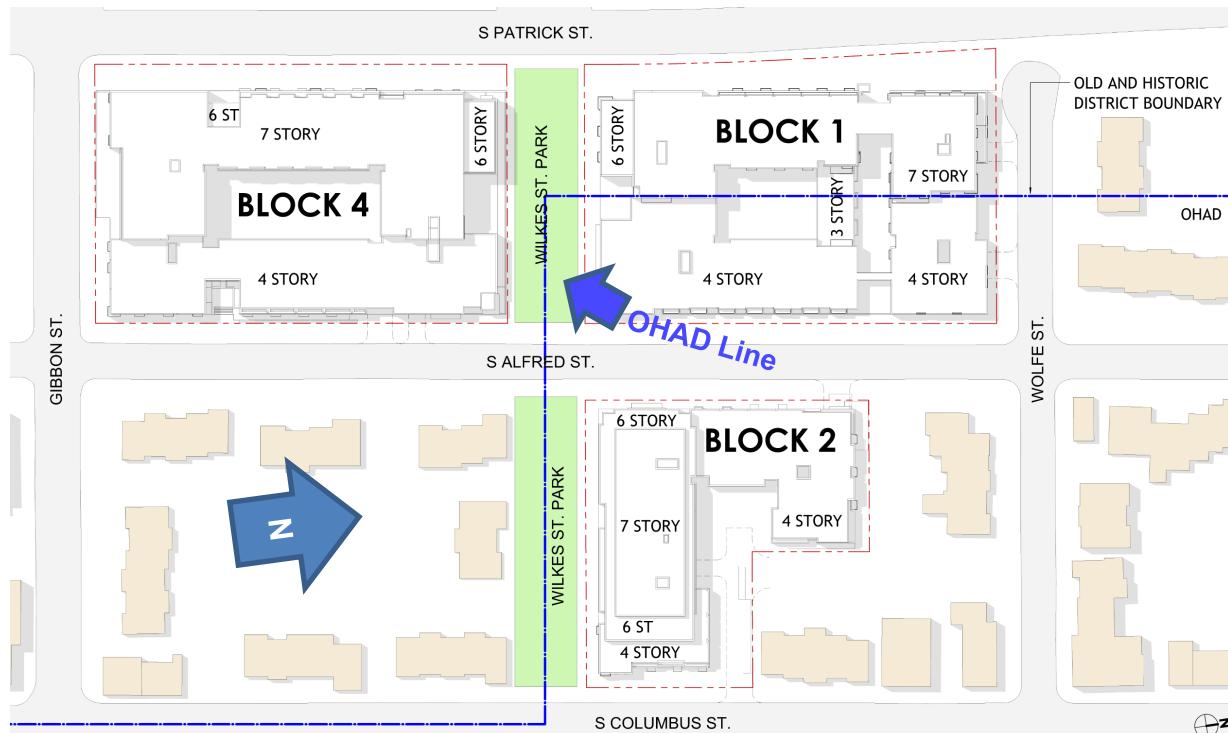


Figure 1: Proposed Site Layout

Block 1

The building proposed for Block 1 will contain 286 units. The eastern half of the block is located within the OHAD, although the entire building design is subject to review and approval by the BAR. The building will be divided between areas of the building within the OHAD line which will be four stories and up to 45 feet in height, while the western half will be seven stories and up to 80 feet in height (based on use of Section 7-700 for bonus height). This includes a six-story building portion adjacent to Wilkes Street Park. The building scheme is further divided by a mid-block walkway, which narrows the building connection to cantilevered glass bridges, and allows for the addition of a publicly accessible walkway connecting S. Alfred and S. Patrick streets. There will be recessed private open space located at the ground level fronting Wilkes Street Park and in an internal courtyard, and rooftop open space accessed from the fourth, fifth and seventh stories. The block has a total of over 21,000 square feet of ground-level open space (including publicly accessible and private courtyard space) and over 6,000 square feet of rooftop open space.

The building will have some ground-level units on each frontage with direct unit entrances, and the main building entry is located at the southeast corner of the building adjacent to Wilkes Street Park. The 290-space, two-level parking garage is accessed from Wolfe Street, as is the loading dock.

Block 2

The proposed “L”-shaped building at Block 2 is proposed to contain 152 units. The building will be a maximum 78 feet and seven stories, with six and seven-story portions of the building limited to areas that are located within the building footprint of the existing six-story building. The building will step down to four stories at the S. Columbus Street frontage and will include a four-story building leg fronting S. Alfred Street, adjacent to existing townhouses.

The building will have its main building entrance where S. Alfred Street intersects Wilkes Street Park, with a prominent glass and metal six-story expression. The block will contain ground-level open space and landscaping around the southern, eastern and northeastern building edges, and a 2,650 square-foot internal courtyard accessed from a private alley located behind the building via S. Columbus Street. There will be an additional 3,200 square feet of above-grade open space. The two-level, 164-space parking garage will be accessed from S. Alfred Street, and the loading dock accessed from the private alley off S. Columbus Street.

Block 4

The building at Block 4 in the southwest portion of the site will have 312 dwelling units and front S. Patrick, S. Alfred and Gibbon streets and the western parcel of Wilkes Street Park. The building will have a mainly four-story (45-foot maximum) townhouse rhythm fronting S. Alfred Street and wrapping around to portions of the Gibbon Street and Wilkes Street Park frontages, with the remainder of those frontages and the S. Patrick Street frontage as seven and eight-story building portions. The maximum building height is 80 feet, and the inclusion of an eighth story is due to the grade change on the block of nearly 15 feet from northeast to southwest. The building lobby entrance at the northeast corner of the block adjacent to Wilkes Street Park.

The building at Block 4 will have significant ground-level open space in addition to rooftop open space at the western and northern portions of the building. The street-level units on S. Patrick Street will be set back approximately 10 feet from the sidewalk with sunken terraces while an approximately 1,000 square-foot publicly accessible pocket park is proposed in front of S. Alfred Street. The pocket park will be located adjacent to a building break at the southern third of the building that will provide views to S. Patrick Street. The two-level parking garage will have 296 spaces and will be accessed from S. Alfred Street, adjacent to the loading dock.

Streetscape Improvements and Wilkes Street Park

The applicant is also redesigning and improving Wilkes Street Park as part of a parallel public process that has included public outreach and review and potential endorsement by the Park and Recreation Commission prior to an administrative park plan review process. The applicant has developed a conceptual park plan that includes retention of mature trees on the west parcel, a new multi-use path, seating areas, playspace structures, landscaping and a plaza. The conditions of approval refer to a memorandum of understanding (MOU) between the City and applicant that outline the improvements to be constructed by the applicant. Per the MOU, the applicant will be clearing and grading both the park parcels (while protecting the trees in good health on the west parcel), and providing a new multi-use path, seating and landscape areas and playspace structures. The applicant will be providing three-quarters of the implementation of the new park, based on the amount of frontage the development has on the park property. The developer of the Olde Towne West property (owned and operated by Alfred Street Baptist Church) will be responsible for the remainder of the improvements to the park, though the improvements to be made by the Heritage applicant will provide a functional park with some programmatic elements to be installed in the future by the Olde Towne West developer or by the City, dependent on future funding requests.

A raised crosswalk will be constructed by the applicant to connect the east and west parcels of Wilkes Street Park. Staff has added conditions regarding the construction of the areas of public right-of-way and Heritage property adjacent to the park to provide for seamless transition between public and private realms. The applicant will be improving the streetscape adjacent to each frontage of the development, including the construction of minimum 6-foot-wide sidewalks, new street trees in green strips and bioretention planters, the creation of a parking lane on the west side of S. Alfred Street and a 10-foot-wide sidewalk and approximately 10-foot-wide green strip on S. Patrick Street.

Construction and Implementation

The applicant proposes a phased approach to construction. The applicant has indicated that blocks 1 and 4 will be constructed first, with the intention of using the existing building at Block 2 to house some of the residents displaced by redevelopment of blocks 1 and 4. The applicant is conditioned to provide a phasing plan with the Final Site Plan pending project approval. The applicant has also worked with the Office of Housing, HUD and a private relocation consultant to assist existing residents with relocation during construction and return to the new development when constructed.

III. ZONING

Section 1-400(B) of the Zoning Ordinance outlines how zoning provisions for properties in specific zones are interpreted. According to this section of the Zoning Ordinance, a site developed jointly with RMF zoning can be considered a “tract” for purposes of calculating FAR and density. A tract development such as the one proposed allows all three blocks of the Heritage redevelopment to be consolidated in terms of a single site plan with combined floor area and density calculations.

Table 1 – Zoning Tabulations

Property Addresses:	416 S. Alfred Street; 431 S. Columbus Street; 901 Gibbon Street; 450 & 510 S. Patrick Street; and 900 Wolfe Street	
Total Site Area:	207,158 SF (4.76 acres)	
Existing Zone:	RB/Townhouse (Blocks 1 and 4) and RC/High-Density Apartment (Block 2)	
Proposed Zone:	RMF/Residential Multifamily	
Current Use:	Multifamily Residential	
Proposed Use:	Multifamily Residential	
	Permitted/Required	Proposed/Provided
FAR:	3.0 with SUP	3.03 including density bonus for affordable housing (Section 7-700)
Height:	Block 1: 45-55 feet Block 2: 45-62 feet Block 4: 45-55 feet	Block 1: 45-80 feet* Block 2: 45-80 feet Block 4: 45-80 feet
Open Space:	51,790 SF (25%)	Total: 68,410 SF (33%) Block 1: 27,410 SF Block 2: 12,980 SF Block 4: 28,020 SF
Crown Coverage:	51,790 SF (25%)	53,000 SF (25.9%)
Residential Parking:	696 spaces (minimum)	750 spaces total <i>Block 1 – 290 spaces</i> <i>Block 2 – 164 spaces</i> <i>Block 3 – 296 spaces</i>
Loading spaces:	0 spaces	3 spaces (1 per block)

* Per the SPSHAS and the Zoning Ordinance, buildings (or portions thereof) with maximum allowed heights above 50 feet are eligible for the application of bonus height up to 25 feet with the utilization of Section 7-700.

IV. STAFF ANALYSIS

A. Conformance to the City Master Plan

The SPSHAS was developed through a robust community process to create a vision for the future of the neighborhood with a focus on preserving and increasing the number of affordable housing units in Alexandria’s Southwest Quadrant. The Heritage development proposal implements the vision established by through the community process.

Through the planning process, the community acknowledged that additional density would be needed in order to preserve existing affordable units, and that use of the bonus density provision could be utilized to support the preservation goal if approved as part of a DSUP. The SPSHAS established a series of recommendations as part of the overall strategy to ensure that new development would support the retention of affordable units and contribute to the neighborhood. The Heritage proposal is consistent with the SPSHAS recommendations, including:

- Residential land use and preservation of existing affordable units through redevelopment;
- Parking below grade;
- Usable open space on site and redevelopment of the Wilkes Street Park;
- High quality building design, signature building facades, and variety in the building streetwall;
- Variety of heights, including height transitions to the neighborhood and taller heights on S. Patrick Street; and
- Enhanced streetscaping, including the 10-foot-wide sidewalk and 10-foot-wide green strip on S. Patrick Street.

B. Rezoning

The applicant has requested a rezoning of the site from RB (blocks 1 and 4) and RC (Block 2) to the RMF/Residential Multifamily zone along with the DSUP request, consistent with the recommendations of the SPSHAS. The RMF zone was adopted by the City Council in February 2019 after the adoption of the SPSHAS and was established as a tool to “provide land areas for multifamily residential development and to enhance or preserve long term affordability of housing,” according to Section 3-1401 of the Zoning Ordinance. The RMF zone is a “floating zone” that must be requested through a rezoning by the City or an applicant; this request is the first in the city for a rezoning of a site to RMF and the zone is anticipated to be utilized in other parts of the city to incentivize the enhancement and preservation of affordable housing.

The RMF zone allows an increase in FAR up to 3.0 with a special use permit (SUP) for the provision of housing (one-third of the total floor area above 0.75 FAR) that is affordable to households with incomes that average 40 percent of the area median income (AMI). Discussion and analysis of the SUP request is located in the Special Use Permits section below. Staff supports the rezoning request, as it implements the SPSHAS and is the means for meeting the goals of the SPSHAS and the City’s Housing Master Plan to retain and expand affordable housing opportunities in the neighborhood.

C. Compliance with City Policies

Green Building Policy

The applicant will comply with the 2019 Green Building Policy, which applies to and will require each of the three buildings to be certified as LEED Silver (or equivalent), and that the applicant also achieve specific “performance points.” The applicant has agreed to achieve the performance points related to energy use reduction, water efficiency and indoor environmental quality as

outlined in the policy. The applicant submitted narrative information on their Preliminary Site Plan and will coordinate with the City on achieving compliance with the policy and identifying any equivalencies in seeking the performance points during Final Site Plan.

Public Art Policy

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. The applicant has agreed to provide a public art contribution approximately \$198,458, or \$0.30 per gross square foot of development for future public art within the general vicinity of the site. In lieu of a contribution, City staff will coordinate with the applicant during Final Site Plan to determine if the on-site placement of public art (either in the publicly accessible plaza or building entrance area) is feasible.

In addition to the applicant's public art contribution, the City is spending public art funds to implement public art in Wilkes Street Park. The applicant team's landscape architect (Parker Rodriguez) is coordinating with an artist on an installation in Wilkes Street Park as part of the park redesign. The artist, Eto Otitigbe, was selected by the City through an RFP process and a public art task force. The Office of the Arts is utilizing public art contribution funds from previous developments in this area. The public art installation will be designed and integrated into the park design during the park plan process following endorsement of the park concept plan from the Park and Recreation Commission.

Affordable Housing Policy

The SPSHAS was adopted by City Council in October 2018 to preserve housing opportunity and deep affordability at two rental communities – The Heritage at Old Town (The Heritage) and Olde Towne West. Consistent with the affordable housing vision and goals of the Strategy, the applicant and owner, Asland Capital Partners, proposes to redevelop The Heritage, an existing 244-unit mixed-income apartment property constructed in 1976-77, in order to preserve 140 deeply affordable units currently subsidized with federal housing assistance payment contracts, as well as to create new committed affordability.

One hundred and forty (140) of the current 244 rental units operate under two Project-Based Voucher (PBV) Housing Assistance Payment (HAP) contracts funded by the Department of Housing and Urban Development (see text box); the balance of the units are considered workforce affordable with rents, inclusive of utilities, affordable to households earning up to approximately 70 percent of the area median income (AMI) (see Tables 2 and 3). The Heritage has served as a valuable housing resource

PBV contracts are a critical source of deeply affordable housing in the city due to their ability to support residents with incomes as low as 10-20% AMI. Residents pay 30% of their income toward rent, and the PBV pays the difference up to an established fair market rent, as well as some utility costs. PBVs operate similarly to housing choice vouchers ("Section 8") but are linked to a specific property rather than a household. (In affordable housing communities funded through the Low Income Housing Tax Credit Program—the predominant source of equity financing for housing affordable at 40-60% AMI today—rents are tied to the affordability of the unit and are not a function of the resident's income.)

in the City by providing deep levels of affordability (due to its subsidies), especially for low and moderate-income individuals and families, including seniors, persons with disabilities, and others on fixed incomes, for more than four decades. Since the expiration of the original contracts, affordability has continued subject to voluntary annual renewals. The property has existing zoning and development rights that allow the owner to redevelop the property as high-end townhomes and there is no legal obligation to continue the contracts, placing The Heritage's long-standing deep affordability at risk.

Table 2 —2020 Income Limits

% AMI	1 Person	2 People	3 People	4 People
20%	\$ 17,640	\$ 20,160	\$ 22,680	\$ 25,200
30%	\$ 26,500	\$ 30,250	\$ 34,050	\$ 37,800
40%	\$ 35,280	\$ 40,320	\$ 45,360	\$ 50,400
50%	\$ 44,100	\$ 50,400	\$ 56,700	\$ 63,000
60%	\$ 52,920	\$ 60,480	\$ 68,040	\$ 75,600
70%	\$ 61,740	\$ 70,560	\$ 79,380	\$ 88,200
HUD 80%	\$ 55,750	\$ 63,700	\$ 71,650	\$ 79,600

Table 3 —2020 Rent Limits (inclusive of utilities)

% AMI	Efficiency	1BR	2BR
20%	\$ 441	\$ 473	\$ 567
30%	\$ 663	\$ 709	\$ 851
40%	\$ 882	\$ 945	\$ 1,134
50%	\$ 1,103	\$ 1,181	\$ 1,418
60%	\$ 1,323	\$ 1,418	\$ 1,701
70%	\$ 1,544	\$ 1,654	\$ 1,985
HUD 80%	\$ 1,394	\$ 1,493	\$ 1,791

The applicant is seeking a rezoning of the property to the RMF Zone (see text box) and requesting a SUP for bonus height and density as part of its redevelopment proposal. It is noted that the applicant is not seeking gap financing from the City as part of its application.

In February 2019 City Council adopted the new Residential Multifamily (RMF) Zone, one of the early implementation tasks outlined in the Strategy, to incentivize the enhancement and preservation of long-term housing affordability through the provision of additional density while minimizing the need for City investment. The Zone requires that one third of the density granted above the first 0.75 FAR (floor area ratio) be affordable to households with incomes at an average of 40% AMI.

Preservation Alternatives

During the planning process, some community members inquired why the City could not replace the units off-site or subsidize the units within a smaller redevelopment footprint without the HAP contracts. As discussed in the SPSHAS, the cost to the residents and neighborhood of replacing the units off-site would be extremely high as it would result in the permanent displacement of the 140 households, many of whom have lived in the community for decades. The financial cost to the

City to support the construction of 140 committed affordable replacement units at another location, at an average of 40 percent AMI, is approximately \$38 million (or up to \$270,000/unit in 2020 dollars) contingent upon the acquisition of adequate land elsewhere in the city and securing competitive Low Income Housing Tax Credit (LIHTC) equity to support such a development, neither of which could be guaranteed. The magnitude of the required investment, almost triple the level of City investment in a typical LIHTC project, is driven by the deeper levels of affordability. LIHTC projects commonly provide a mix of units ranging from 40 percent to 60 percent AMI, the majority of whom are affordable at 50-60 percent AMI. Projects that provide units that are affordable at 40 percent AMI or lower do not generate net operating income (income net operating expenses) high enough to cover needed loan payments. Since approximately 20-30 percent of affordable housing project funding typically comes from private debt, the cost of construction, outside of equity (which is also capped), shifts primarily to gap financing (City funding). In addition to this cost, the annual cost to further subsidize the units from 40 percent to 20 percent AMI is estimated to be approximately \$5,600-\$6,800/household (in 2020 dollars for a one- and two-bedroom unit, respectively) or approximately \$850,000 annually if all existing 140 HAP households required deeper subsidies.

Absent the subsidies afforded by the HAP contracts, the annual cost to the City to subsidize 140 units on-site following redevelopment is estimated to be between \$2.5¹ and \$3.4 million² or in excess of \$100 million over 40 years. This level of investment would not be sustainable and would severely curtail the City's ability to support the construction of net new affordable housing in other parts of the City.

Unit Composition and Affordability

Table 4 summarizes the levels of affordability of the proposed units; Table 5 summarizes the proposed unit mix. The project proposes to replace the existing PBV HAP units one for one with new, larger modernized units. In addition, the project is proposing to expand the number of deeply affordable units (serving households with incomes averaging at 40% AMI), as well as to provide two affordable units at 60 percent AMI in exchange for the application of bonus density, significantly increasing the City's overall stock of deeply affordable housing. The value of the 53 additional deeply affordable units is estimated to be \$14+ million (in 2020 dollars) reflecting the cost to the City if the units were constructed by another affordable housing provider at an alternate location with competitive LITHC equity. It is noted that some current residents of the existing workforce affordable units may be able to income qualify for the new committed affordable units since the units allow for income averaging (i.e., household incomes can range from 10% to *HUD 80% AMI*³, as defined by the Department of Housing and Urban Development, as long as the average income served is 40% AMI).

¹ Annual subsidy of 100% AMI rent to 40% AMI rent for 88 one-bedrooms and 52 two-bedrooms.

² Annual subsidy of 100% AMI rent to 20% AMI rent for 88 one-bedrooms and 52 two-bedrooms.

³ Income limits at *HUD 80% AMI* fall just below 65% AMI income limits.

Table 4

Level of Affordability	Existing	Proposed
PBV HAP Units	140	140
Units Affordable, on Average, at 40% AMI	0	53
Units Affordable at 60% AMI	0	2
<i>Subtotal Affordable</i>	<i>140</i>	<i>195</i>
<i>Market Rate</i>	<i>104</i>	<i>555</i>
Total	244	750

Table 5

Unit Mix	Studios	1-Bedroom	2-Bedroom	Total
PBV HAP Units	0	88	52	140
Units Affordable, on Average, at 40% AMI	20	33	0	53
Units Affordable at 60% AMI	0	2	0	2
<i>Subtotal Affordable</i>	<i>20</i>	<i>123</i>	<i>52</i>	<i>195</i>
<i>Market Rate</i>	<i>87</i>	<i>333</i>	<i>135</i>	<i>555</i>
Total	107	456	187	750

The applicant has worked closely with the City and HUD throughout the development process, and HUD has expressed its support for the redevelopment concept and provided guidance regarding the applicant's proposed relocation plan. While it is anticipated that HUD will provide new long-term (20-year) subsidy contracts after the property is redeveloped, the applicant is required to maintain deep affordability for 40 years.

Phasing and Relocation

The current development approach anticipates construction occurring in two phases, the first of which would involve the demolition and redevelopment of blocks 1 and 4 and the second of which would involve the demolition and redevelopment of Block 2 (the mid-rise building). This phasing will allow the applicant to minimize temporary relocation by moving approximately 70 of the 140 HAP contract tenants from blocks 1 and 4 to Block 2. Since 30 HAP tenants already reside in the midrise, the applicant intends to temporarily relocate approximately 40 of the 140 HAP households off-site. The City is providing information on potential housing relocation options within Alexandria. Upon the completion of the first phase, all 140 HAP contract affordable tenants will be offered the right to return to the new buildings on blocks 1 and 4. Upon the completion of the second phase, the newly created affordable units will be located in all three blocks. Residents of the affordable units will have the same access to onsite amenities as other residents.

Consistent with the RMF Zone Tenant Assistance Relocation Policy, the applicant developed and presented a Draft Relocation Plan to the Landlord-Tenant Relations Board (LTRB) on January 6. Public comment was received at the meeting, and simultaneous interpretation in Amharic was provided. The LTRB unanimously approved the Relocation Plan.

The Relocation Plan addresses the following important milestones and requirements:

- The timing of the preliminary notice (four months prior to the 120-day notice to vacate) and 120-day notice to vacate
- Housing needs assessment
- Relocation assistance for HAP tenants, market-rate tenants, and tenants with HCVs

Leading up to the draft Relocation Plan's submission, the applicant conducted a series of six resident outreach events in English and Amharic to ensure residents remained informed about the timeline and phasing of the proposed redevelopment. A dedicated relocation team continues to engage with residents to assess housing need and identify ways in which to minimize impacts of potential displacement, in particular to households with seniors, persons with disabilities and school-aged children, as well as to provide access to housing and other city resources and assistance in coordination with City staff. Regular engagement with residents will continue through the relocation phase until they return to the renovated property.

The Relocation Plan outlines the levels of assistance to be provided based whether a household resides in a HAP or market-rate unit, with or without a Housing Choice Voucher (HCV). HAP residents that are being relocated on-site within The Heritage will receive relocation coordination and moving services, along with moving supplies. HAP residents that are proposed to be temporarily relocated off-site, will receive relocation assistance payments consistent with City policy, temporary replacement housing, and other assistance as identified in the Relocation Plan. Market-rate tenants and HCV holders, who are in good standing at the time the 120-day notice to vacate is issued, will receive relocation payments consistent with City policy and relocation advisory services to help identify alternative housing options in the city.

HAP residents who do not wish to return to the property following redevelopment will have the option to apply for a Tenant Protection Voucher (TPV). TPVs are portable and operate similarly to HCVs offering the same level of subsidy to help the household secure housing on the private market in the City or elsewhere.

The applicant presented its Affordable Housing Plan to the Alexandria Housing Affordability Advisory Committee (AHAAC) on January 7. Members expressed their appreciation for the applicant's efforts to minimize the impacts of temporary displacement off-site by relocating many of the residents from blocks 1 and 2 to Block 4. They reiterated their support for the level and depth of affordability being preserved consistent with the Strategy and through the use of density. The Committee underscored the high cost of creating deeply affordable units through traditional approaches involving tax credit equity and City gap financing. The Committee unanimously approved the AHP and have provided a letter of support that is included as an attachment to this staff report.

D. Building Design

The proposal includes three buildings on separate blocks, each designed to respond to the block's immediate context and to read as a composition of distinct building forms utilizing a contemporary architectural vocabulary. While the architecture is contemporary in style, it draws from traditional architecture with its rhythm, proportions, use of masonry with punched openings and solid-to-void ratios. The applicant looked to development and architectural patterns and forms in Old Town, which features a range of building heights, building typologies (residential, commercial, multifamily, and the like) and architectural styles. The variety of these elements results in an engaging and interesting public realm for residents and visitors alike. Staff encouraged the applicant to look at successful examples where new construction abuts historic areas, such as along Washington Street, Patrick Street and the waterfront.

Where adjacent to existing townhouse development and along S. Alfred and S. Columbus streets, each building has four-story, 45-foot-high elements with articulated townhouse rhythms and expressions. The seven and eight-story elements are reserved for the building components adjacent to S. Patrick Street, with other five and six-story elements serving as building transitions.

Staff has worked with the applicant over the past year on building design, including height, scale, massing, materials and architectural expression, while utilizing the design guidelines within the SPSHAS and BAR Design Guidelines (for blocks 1 and 2) for design direction. The applicant pursued building designs that include a unique material and fully dimensioned expression for each building to minimize the “collage” approach and break down the overall building massing. The proposed design reflects the incorporation of comments and feedback from the BAR, staff and the community, provided over the course of multiple community meetings and BAR concept reviews.

The applicant has provided, and staff has conditioned, that each street-facing elevation have high-quality materials with a minimal amount of cementitious paneling, limited to secondary elements. This applies to the primary building entrances and architectural focus points fronting Wilkes Street Park which the SPSHAS requires to be a “signature façade” for each block. Additionally, every block has been designed to provide areas of publicly accessible open space, walkways or landscape areas that provide transitions between the public and private realm.

Block 1

The building at Block 1 spans the block between Wolfe, S. Alfred and S. Patrick streets and Wilkes Street Park, with each frontage responding to its context. As discussed in the Detailed Project Description section above, the building is bifurcated by the OHAD line, which separates the six and seven-story sections of the building to the west and four-story portions to the east. The building massing is also separated via building glass bridge hyphens and a publicly accessible mid-block walkway, creating an intimate interior pedestrian alley with unit entries and landscaping.

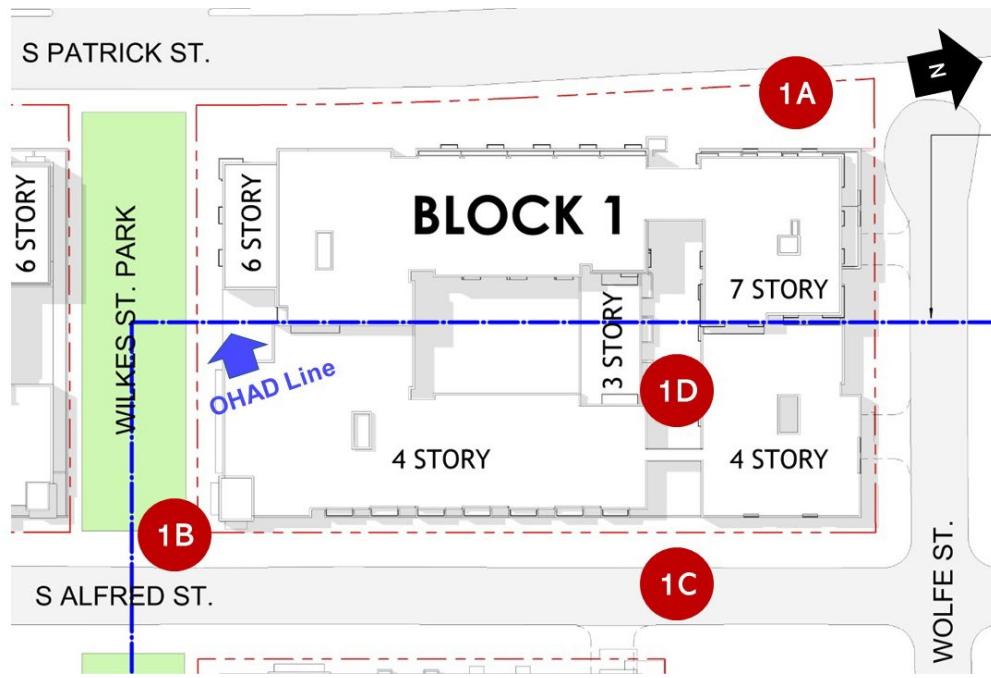


Figure 2: Block 1 site plan with location of renderings (below).

The western elevation (Image 1A) features a three-part massing fronting S. Patrick Street with glass-and-metal hyphens between each section. Each massing features a brick façade that steps downward toward the heart of the central business district to the north. The northwestern corner of the building features a five-story brick massing with balconies embedded into the massing envelope and a recessed two-story panel-and-glass monitor section with a walk-out terrace from the sixth floor. This building expression wraps the corner onto Wolfe Street. The southwestern corner of the building steps down to six stories and wraps around to Wilkes Street Park. The frontage features ground-level apartment entrances and the building face is set back a minimum 9-10 feet from the adjacent sidewalk to provide physical and visual relief for pedestrians on S. Patrick Street.



Figure 3: Image 1A - View from S. Patrick Street looking southeast.

The southern or Wilkes Street Park elevation (see Image 1B) is divided between the six-story expression with light-colored brick and bay windows that wraps around from S. Patrick Street and the four-story massing at the southeast corner of the site. The four-story building section includes the primary building entrance and is punctuated by the tower element at the corner. This section also has two-story glass fronting the park, and a ground-level patio area for residents is located adjacent to the park between the six and four-story building elements.



Figure 4: Image 1B - Building entrance at southeast corner of building by Wilkes Street Park.

The eastern elevation along S. Alfred Street (see #3) includes a row of townhouse-style bays that line the majority of the frontage. The brick townhouse section of the frontage is located to the south of a four-story masonry multifamily building expression that is punctuated by balconies, creating a townhouse-style bay rhythm across the street from existing townhouses on S. Alfred Street. These two building expressions are connected by an elevated glass bridge (or hyphen) (see #4) that provides a clear pathway for ground-level pedestrian access through the site. The building is also divided at the west end of the building in a similar fashion, with two stories of clearance below the bridge. The two bridges allow for the creation of a publicly accessible walkway and interior linear courtyard that extends from the S. Patrick Street to S. Alfred Street sidewalk. This interstitial space recalls the alleys, courtyards and porosity found in parts of Old Town.



Figure 5: Image 1C - View of townhouse-scale building portions on S. Alfred Street.



Figure 6: Image 1D -View of mid-block walkway looking east.

Block 2

The building at Block 2 is an L-shaped building that has frontages on S. Alfred and S. Columbus streets and Wilkes Street Park. The building design places the largest massing of the building (seven stories or 80 feet) within the area of the site where the existing six-story (62-foot) building footprint is located (the existing building will be demolished). The primary building massing steps down to four stories at the S. Columbus Street frontage and is connected to a four-story wing to the north along the S. Alfred Street frontage.

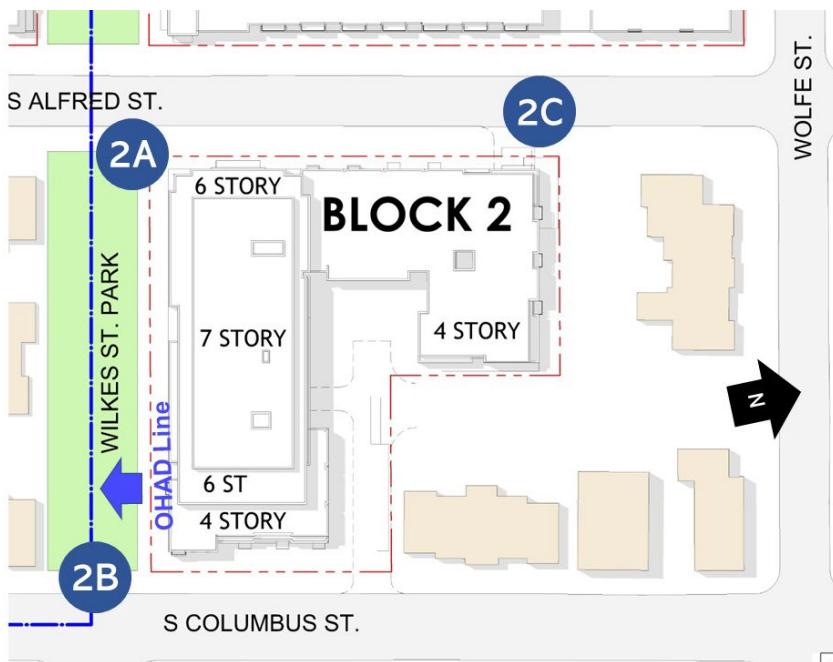


Figure 7: Block 2 site plan with location of renderings (below).

Image 5 below shows the primary building entrance at the S. Alfred Street frontage by Wilkes Street Park. The entrance is located adjacent to the most prominent building corner and is contained within one of two six-story punched masonry wings placed at each side of the southwestern building corner; the seventh story is set back 10-15 feet. The corner features a prominent and engaging two-story glass element wrapping the corner onto Wilkes Street Park.



Figure 8: Image 2A - View of primary building entrance from Wilkes Street Park.

The southern and eastern elevations can be seen in Image 2B. The applicant provides a six-story element for the majority of the Wilkes Street Park frontage (consistent with existing conditions), with a set-back seventh story. The punched-masonry expressions include ground-level entrances adjacent to the park and columns of inset balconies on upper floors. The building element at the southeastern corner steps down to four stories and appears as a small multifamily building, while the building portion to the north along S. Columbus Street is designed as a row of townhouse forms where the block is adjacent to an existing row of townhouses and adjacent to the private alley where the loading dock is located.



Figure 9: Image 2B – View of southern and southeastern building frontages from S. Columbus Street.

The western elevation can be seen in Image 2C. The six-story corner element by Wilkes Street Park steps down to four stories for the remainder of the building frontage on S. Alfred Street, providing a transition in response to the townhouses to the north. The middle portion of the façade features a townhouse rhythm with ground-level entrances. The northwestern corner of the block is designed more as a small multifamily building element and includes the parking garage entrance. The building wall at the northwest is set back approximately 11 feet from the northern property line.



Figure 10: Image 2C - View of S. Alfred Street façade.

Block 4

The Block 4 building is located directly to the south of Block 1 and is bordered by S. Patrick, S. Alfred and Gibbon streets, and Wilkes Street Park. Similar to Block 1, the Block 4 building features four and five-story massings on the portion of the building adjacent to S. Alfred Street, and taller building portions adjacent to S. Patrick Street. This building features building hyphens and a mid-block viewshed area with pocket park at the southern half of the building. The building also has portions of frontage that are below-grade or include raised walkway entries to account for a nearly 15-foot grade change within the block elevation. The applicant worked with staff to revise the adjacent building spaces due to grade change as part of the review process.

The S. Patrick Street building frontage (see Image 4A) is primarily seven stories with a six-story building portion fronting Wilkes Street Park. This building portion features a metal panel-clad monitor level implemented with an Art Deco-inspired design vocabulary and bike room and amenity space are located adjacent to the park and on a below-grade level. The southern half of the S. Patrick Street façade features a glass bridge that provides views into the internal courtyard and S. Alfred Street with a two-story clearance, and a building element at the southwest corner of the block that provides a punched masonry expression with warehouse-style expression with large multipaned windows to all seven stories. The ground-level is set back approximately 10 feet from the S. Patrick Street sidewalk and features individual unit entrances. The southern half of the block has ground-level units with entrances and terraces that are slightly below sidewalk grade, due to the increase in grade from north to south on the block.

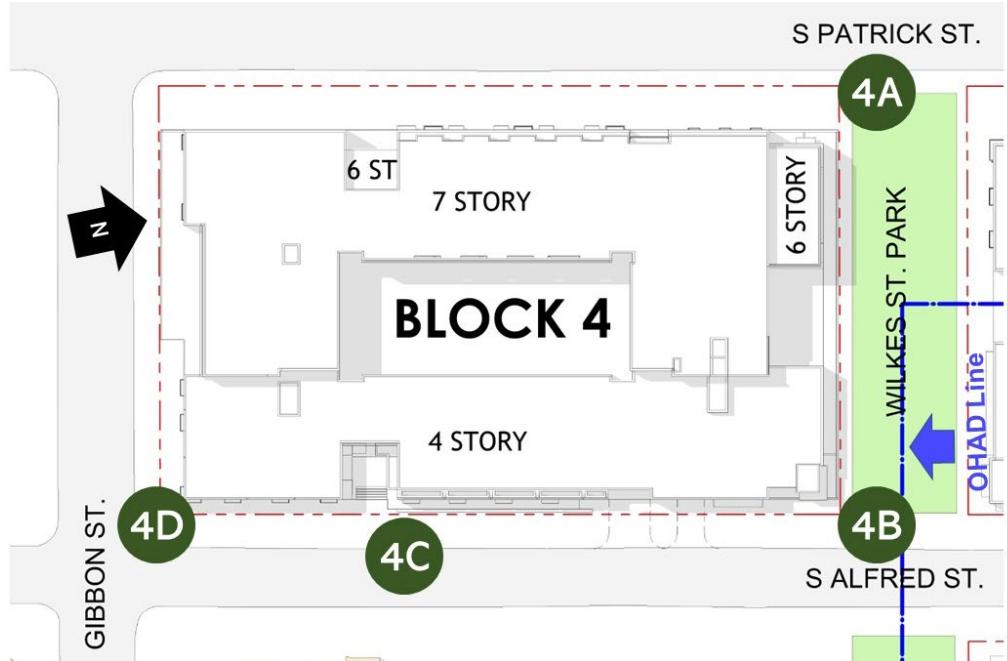


Figure 11: Block 4 site plan with location of renderings (below).



Figure 12: Image 4A - View of S. Patrick Street and ‘signature façade’ element at Wilkes Street Park.

The primary building entrance fronting S. Alfred Street at Wilkes Street Park (Image 4B) is part of a building portion that is clad in light-colored brick and features a glassy four-story corner element clad (with double-height lobby space) in metal panel. This section of the building also features the parking garage and loading dock entries access from S. Alfred Street.



Figure 13: Image 4B - The primary building entrance at the northeast corner of the block.



Figure 14: East (S. Alfred Street) elevation of Block 4 showing the grade change between a low point of the block (right) with a higher point of the block (left). Note the elevated walkway entrances in the middle of the block.

Image 4C and Figure 14 show the townhouse scale of the S. Alfred Street elevation. The center portion of the block features units that are accessed from the adjacent sidewalk via an elevated walkway and have a glass-and-metal top story. This portion of the building is connected to the southeast corner of the building by a recessed building hyphen that allows for the creation of a publicly accessible pocket park and viewshed through the block to S. Patrick Street. The building portion at the corner (images 4C and 4D) features projecting bay windows.



Figure 15: Image 4C - Four-story building portions, building hyphen and pocket park fronting S. Alfred Street.



Figure 16: Image 4D - Southeast corner of the block (11).

E. Board of Architectural Review

The project includes two blocks under the purview of the Board of Architectural Review (BAR). The eastern half of Block 1 is partially in the Old and Historic Alexandria District while Block 2 is completely within the district. It is the practice of the BAR that if a portion of a property is within the historic district then the entire property is reviewed by the Board.

At concept reviews, the BAR provides extensive feedback in accordance with the BAR's Concept Review Policy, which outlines the optional, informal review whereby the BAR provides the

applicant, staff, the Planning Commission and City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character. These reviews include an opportunity for public comment. As design is an iterative process, applicants often attend multiple reviews, presenting an evolution of the design at each hearing based on the Board's comments. When reviewing designs for new construction the Design Guidelines state that "As a general rule, the Board favors contextual background buildings which allow historic structures to maintain the primary visual importance. Singular buildings in the latest architectural vocabulary are generally discouraged. It is not the intention of the Board to dilute design creativity in residential buildings. Rather the Board seeks to promote compatible development that is, at once, both responsive to the (current) needs and tastes while being compatible with the historic character of the districts. This balancing act will clearly be different in different sections of the historic districts."

The BAR's review of the project included approval of a Permit to Demolish to demolish the existing buildings (approved September 2, 2020, appealed by neighbors and approval upheld by City Council on October 17, 2020) as well as four concept reviews over a six-month period (July 15, September 2, October 21 and December 2, 2020). In addition to the BAR hearings, historic preservation staff has attended several working sessions with the applicant to review the proposed design and provide feedback.

BAR comments at the first review included concerns about site porosity, the building size, and how the proposed design fits into the adjacent neighborhood context, given what was shown in the drawings provided at the time. The BAR requested additional views of the design to include more of the surrounding area so that compatibility could be better understood, recognizing the range of building typologies, massing, scale and height found in the vicinity.

At the second review, the applicant provided more neighborhood context through the use of an expanded virtual model. Questions about building porosity and massing were addressed through the introduction of a publicly accessible pedestrian walkway through the Block 1 building providing physical access between S. Patrick Street and S. Alfred Street and visual relief at the northern third of the building. The BAR appreciated the introduction of the pedestrian walkway as an effort to break down the overall size and massing of the building. Some BAR members expressed concern about the architectural character of both buildings, suggesting that the design did not reflect the images presented as historic inspiration for the project, and that the proposed project could be located anywhere in the region, not specifically in the Alexandria historic district. The BAR also reiterated previous comments requesting that the design integrate elements of the specific history of the site into the project through the introduction of interpretive elements and building details that include visual references to uses historically located on the site.

At the third concept review, the applicant responded to BAR comments by redesigning the architectural elements to more closely relate to the architectural character of buildings found within the historic district. The townhouse elements on the S. Alfred Street side of Block 1 were modified to include window configurations and entries similar to those found on historic townhouses. The southeast corner of Block 2 was modified to read as a more formal expression similar to large institutional buildings including the addition of traditional decorative trim elements. Some BAR members found that the applied ornamentation was incompatible with the overall design. The applicant reviewed a history of the site and stated that elements reflecting this history would be

integrated into the interior and exterior building design. In lieu of general comments about the design, the BAR asked the applicant to methodically explain the design of each building façade while the BAR provided specific feedback for each portion. Comments included requests for greater diversity of design elements and a further breakdown of the overall massing. The BAR expressed concern that while the design had improved incrementally, it still did not effectively reference the architectural fabric of the historic district.

The applicant returned for a fourth concept review to share further revisions to the design in response to the BAR's comments. The final concept review hearing included both detailed and general review comments, but the BAR did not reach consensus, with different perspectives being shared by BAR members. The BAR debated how the design should achieve the goals of the Design Guidelines which state that "Designs should be complementary and reflect the architectural heritage of the city. For example, abstraction of historic design elements would be preferred to a building which introduces design elements that are not commonly used in historic districts." In addition, the Design Guidelines "do not mandate the use of historic styles for new construction... and that the building should not be a slavish replica of any particular building in the district...[and] new and untried approaches to common design problems are encouraged and should not be rejected out of hand simply because they appear to be outside the common practices outlined in the guidelines." Some BAR members expressed a desire for the design to be directly referential to these historic design elements, where others looked to broader patterns and forms such as by using proportions of solid-to-void and a diversity of building elements as a more appropriate design response for new construction.

In response to continued concerns regarding the compatibility of the design to directly adjacent neighbors, the applicant provided additional renderings in a virtual model showing the buildings alongside adjacent historic properties. These renderings also demonstrated how the building at Block 1 relates to the building at Block 2 where there is little existing context to be considered. Feedback on specific building components was somewhat mixed, with portions of the current design preferred in some areas and portions of the previous design preferred in others.

At the conclusion of the final concept review, the Chair conducted a straw poll of the BAR, asking each member to discuss the height, mass, scale, and architectural character of the proposed design. Three BAR members stated that the buildings were too large and too tall and should be reduced in height to three to four stories. They further stated that the design should include elements that closely reference or replicate historic design elements found throughout the historic district. Three BAR members stated that the proposed height and size of the buildings could be acceptable given a greater level of architectural articulation, and that the applicant should further study examples of historic buildings within the district. One BAR member stated that the height and size of the buildings as proposed were too tall but if the proposed height was necessary to achieve plan goals then the design could be acceptable with additional architectural refinement to make the size feel more appropriate for the historic district. All of the BAR members agreed that the design should include additional variation among the building components, such as variations in the roof line, bay expression, and relationship of various pieces to the adjacent streetscape. The final design details of the project and materials will be approved by the BAR at the Certificate of Appropriateness stage.

F. Open Space

The Heritage applicant has exceeded the required amount of open space as shown on the Preliminary Site Plan, which is 25 percent of the site area per the RMF zone. The applicant is providing 33 percent of its site area as open space, which will be a combination of ground-level open space (both public and private) and terrace and rooftop open space. The public open space includes expanded sidewalk and streetscape areas as well as a through-block pedestrian walkway on Block 1 and a pocket park on Block 4.

On Block 1, the ground-level open space is located on the S. Patrick Street and Wilkes Street Park frontages and through the mid-block walkway. The open space fronting S. Patrick Street includes individual unit terraces that connect to the sidewalk and adjacent landscaping and tree planting areas, and the S. Patrick Street sidewalk, which is currently within the property line. Staff has requested the dedication of the S. Patrick Street sidewalk and any tree planting strip areas that are located within blocks 1 and 4. The open space adjacent to Wilkes Street Park is greenspace that connects the park to individual unit entrances. The mid-block walkway is a minimum 27 feet wide and include a heavily landscaped paver-lined walkway adjacent to ground-level unit entrances. Additionally, the applicant is providing courtyard space that is internal to the building and an approximately 1,000 square-foot patio that overlooks Wilkes Street Park for resident use. The building also has above-grade terrace and rooftop open space accessed from the fourth, fifth and seventh stories.

Open space on Block 2 includes nearly 10,000 square feet of ground-level open space that wraps the building as landscape areas and entryways for individual units. There is also an approximately 2,650 square-foot internal courtyard located at the end of the private alley accessed from S. Columbus Street. There is also approximately 3,200 square feet of open space on above-grade terraces accessed from the fifth and seventh stories.

Ground-level open space on Block 4, like Block 1, is primarily located in front of Wilkes Street Park and along the S. Patrick Street frontage, in addition to ground-level unit terraces and landscaping adjacent to the Gibbon Street sidewalk. Like Block 1, there is also an internal courtyard for resident use and approximately 1,850 square-foot patio adjacent to and overlooking Wilkes Street Park. Staff has added conditions that limit the type and height of fencing in areas adjacent to Wilkes Street Park to create a more seamless transition between public and private realms. In lieu of a physical mid-block connection, Block 4 will have an approximately 1,000 square-foot pocket park fronting S. Alfred Street adjacent to a building hyphen that allows for views into the interior courtyard through to S. Patrick Street. The pocket park will have seating and landscape areas and be publicly accessible. Block 4 will also have nearly 5,000 square feet of above-grade open space overlooking S. Alfred Street and Wilkes Street Park.

Section 3-1408 of the Zoning Ordinance places criteria on RMF-zoned properties for applicants seeking an SUP for up to 3.0 FAR in the zone. This section requires City Council to consider:

- *(A) The inclusion of site amenities, open space and other similar features, supporting uses and community and cultural facilities in a manner which encourages pedestrian use and promotes internal compatibility*

- (B) *The ability of the development to provide residents of all units access to all amenities within the development.*

Table 6 – Open Space

OPEN SPACE	AMOUNT
Required per RMF Zone	51,790 SF (25% of total site area)
Total Provided in Proposal	68,410 SF (33% of total site area)
Ground-Level Open Space <i>(Including publicly accessible and open space visible from public right-of-way, and internal private courtyard space)</i>	54,150 SF total (26.1% of total site area) <i>Block 1 – 21,300 SF</i> <i>Block 2 – 9,780 SF</i> <i>Block 4 – 23,070 SF</i>
Above-Grade Open Space	14,260 SF total (6.9% of total site area) <i>Block 1 – 6,110 SF</i> <i>Block 2 – 3,200 SF</i> <i>Block 4 – 4,950 SF</i>

The applicant has provided open space amenities that support residents of the development and the neighborhood by providing publicly accessible open space areas like widened sidewalks on S. Patrick Street, the mid-block walkway on Block 1 and the pocket park on Block 4. Additionally, the applicant is designing and implementing improvements to Wilkes Street Park through the City park planning process. In addition to providing amenities that enhance the pedestrian realm, the applicant is conditioned to provide historic interpretation and public art to the development and/or Wilkes Street Park, increasing the cultural facilities in the neighborhood. The applicant has also stated publicly (and will be required per this section of the Zoning Ordinance) to allow access to open space amenities (including access to internal courtyards and the pool proposed for Block 4) to all residents of the Heritage redevelopment site.

Historic Interpretation

The SPSHAS recommends that “streetscape and open space design should include interpretation of neighborhood history,” and that the “improvements of the Wilkes Street public open space also present an opportunity to incorporate the history of the neighborhood through interpretive design elements.” Staff has added conditioned the applicant to incorporate interpretive elements into the site design and Wilkes Street Park design to integrate narratives about the Bottoms/the Dip neighborhood as it has evolved over the past 200 years.

G. Wilkes Street Park

Wilkes Street Park, a 0.7-acre linear City park that was created in the 1970s from two vacated blocks of Wilkes Street between S. Patrick and S. Columbus streets, is today more of an open space to pass through rather than a park to enjoy. This was identified during the SPSHAS planning process by the community and the SPSHAS recommends that developments that border Wilkes Street Park improve the park “to include play areas, seating, and open passive areas that will be designed to be accessible and accommodating to all ages and abilities.” The applicant has been coordinating with staff at RP&CA on the design and implementation of improvements to Wilkes Street Park simultaneously with the preparation of the Preliminary Site Plan and has developed a park concept plan based on community feedback.

The park planning process⁴ commenced in August 2020 with a virtual kick-off meeting held by RP&CA and the posting of a survey for city and area residents to provide feedback on desired park design elements. In September, RP&CA staff presented survey findings on resident preferences for the redesigned park at a public meeting and provided them to the applicant's landscape architect (Parker Rodriguez) to draft park concept schemes. Parker Rodriguez presented two options for concept park designs at a public meeting in November. RP&CA provided a public survey link, and a concept design was selected based on community preference in December. The applicant has been refining the concept park design for presentation at a Park and Recreation Commission hearing for initial feedback in January and will seek an endorsement from the commission on February 18. The endorsed concept park design will be refined by Parker Rodriguez into construction-level drawings as a "park plan" that will be reviewed and approved administratively and that will run concurrently with the Final Site Plan review for this DSUP.

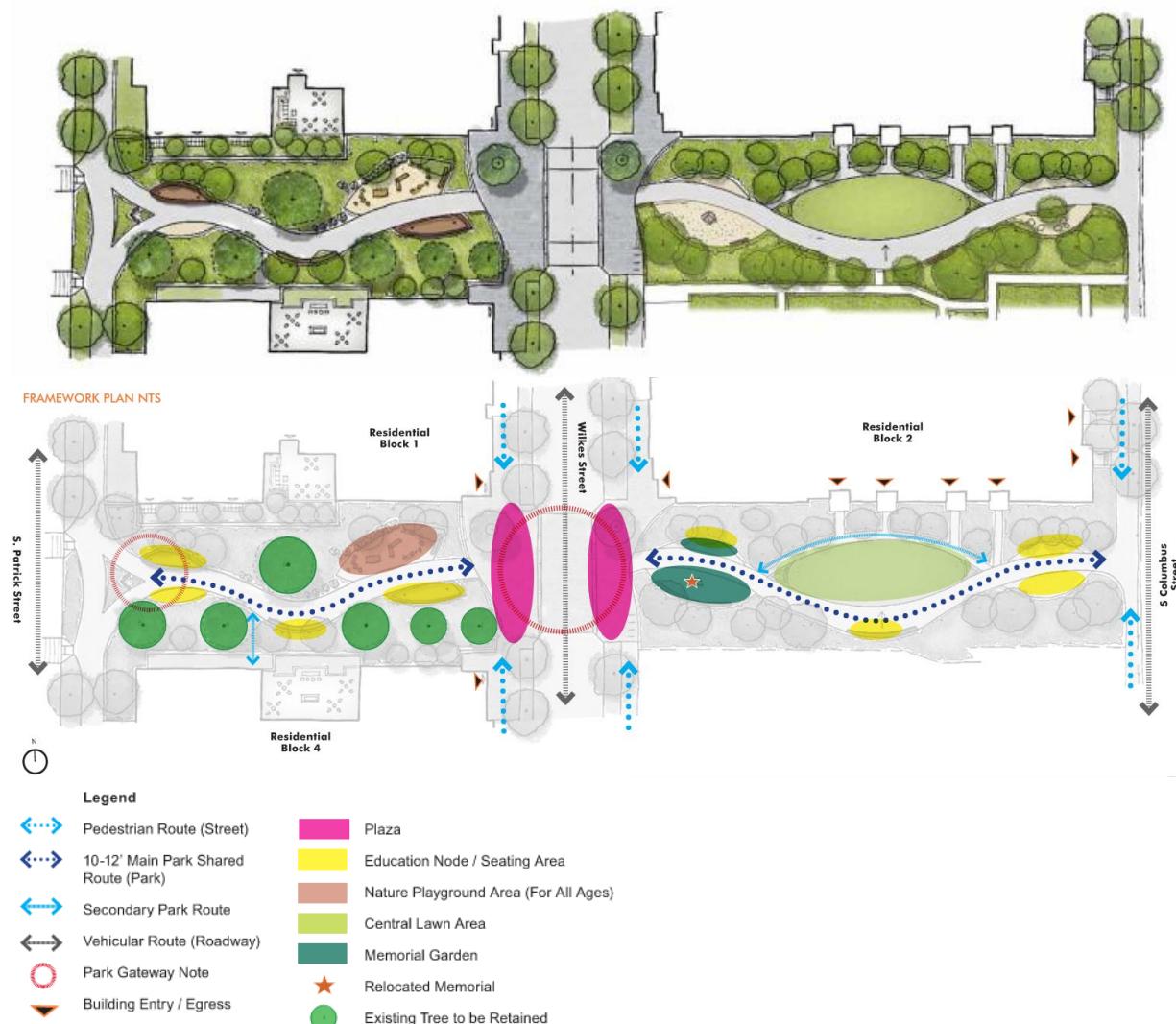


Figure 17: Selected Wilkes Street Park Concept Design (top) and Framework Plan (bottom).

⁴ Information on the Wilkes Street Park planning process can be found at <https://www.alexandriava.gov/116143>.

The selected park concept design includes the reconstruction of the existing bike and pedestrian path into a 10-12 foot-wide shared-use path that winds through areas of landscaping and plantings, playspaces, seating areas and educational and interpretive elements. The park will be connected by a paved plaza area on each park parcel adjacent to a raised crosswalk at S. Alfred Street between the parcels. Trees located on the west parcel in good condition, as determined in consultation with the City Arborist, will be preserved and incorporated into the redesigned park. As mentioned in Compliance with City Policies section above, the applicant is currently working with an artist selected through a task force to incorporate public art in the park design using City public art funds.

Staff has added conditions of approval that outline the applicant responsibilities for further design and implementation of the park in tandem with the adjacent site development as part of a Memorandum of Understanding (MOU). The applicant will be responsible for the park plan and construction drawings, site preparation, including utility and stormwater management work and preservation of existing trees, permitting and the construction of the shared-use path, plaza, landscaping and site elements and structures. Based on the Heritage frontage to the park, the applicant will be responsible for three-quarters of park implementation. The applicant will implement the full park plan for the west parcel with the construction of blocks 1 and 4 (the first phase of development). The east park parcel will be constructed with the redevelopment of Block 2, and will be a fully functional yet interim condition, with the addition of a new shared-use path, lighting and stormwater management facilities. The east parcel park plan will be either fully constructed by the City with use of capital funding to be requested in upcoming budget cycles and/or by the developer of the Olde Towne West redevelopment, based on the timing of their redevelopment project.⁵ The City will continue to explore the feasibility of interim improvements to the east parcel park providing a community benefit until Block 2 redevelopment is realized.

H. Pedestrian and Streetscape Improvements

The applicant is providing extensive streetscape improvements to the adjacent right-of-way and public realm as part of the redevelopment, consistent with the SPSHAS. Figure 10 below provides a location information on the streetscape improvements proposed with this project.

The numbered symbols of Figure 18 relate to the location and description of improvements proposed with the project:

1. The widening of the S. Patrick Street sidewalk to 10 feet plus a 10-foot-wide landscape strip, consistent with the recommendations of the SPSHAS, to create a more pedestrian-oriented space on this thoroughfare. Portions of the sidewalk and landscape strip within the applicant property shall be dedicated to the City.
2. The widening of sidewalks on Gibbon, Wolfe, S. Alfred and S. Columbus streets to a minimum 6 feet with areas of bioretention tree wells and landscape strips.
3. The widening of sidewalks on the west side of S. Alfred Street to 6 feet with landscape strips and bioretention tree wells. The curbs will be moved inward to create a full parking lane on each block to alleviate concerns raised by the community about vehicle travel

⁵ In the case that the City secures funding to finish construction of the east park parcel, the City will seek a monetary contribution from the Olde Towne West redevelopment in lieu of in-kind construction.

issues on S. Alfred Street and provide additional on-street parking (currently only allowed on S. Alfred on Sundays).

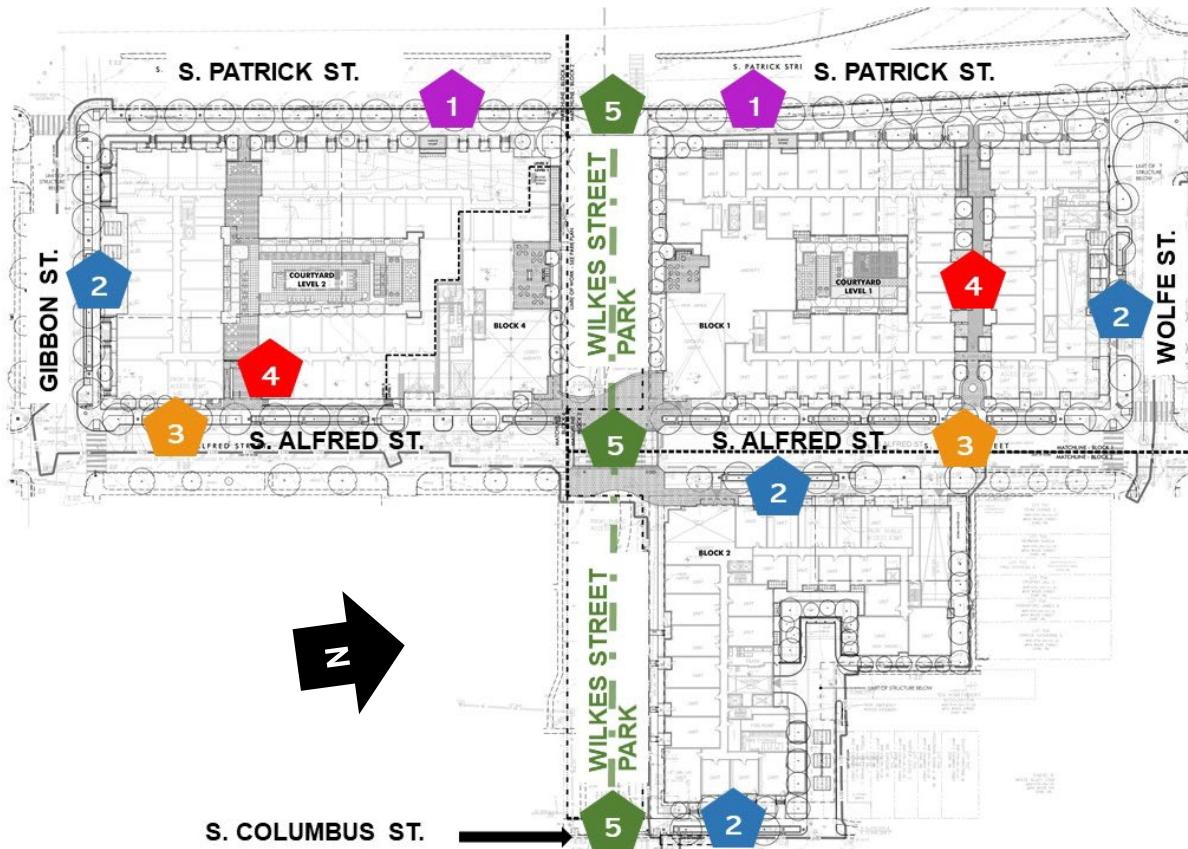


Figure 18: Pedestrian and Streetscape Improvements.

4. The creation of publicly accessible open space with the mid-block walkway on Block 1 and pocket park on Block 4.
5. Improvements to Wilkes Street Park and adjacent areas. This includes the shared-use pathway through the park, pedestrian plaza adjacent to the S. Alfred Street intersection and raised crosswalk connecting the park within S. Alfred Street. The pedestrian plaza area will be paved with concrete with a trisection running bond scoring pattern and include areas of the park parcels, City right-of-way and adjacent accessible areas of the Heritage property. The raised crosswalk will connect the two sections of the pedestrian plaza on S. Alfred Street. The approximately 46-foot-by-26-foot crosswalk will feature a unique high-visibility crosswalk pattern to be designed during Final Site Plan and will significantly enhance the safety of this crosswalk while also unifying the park.

Each street frontage adjacent to the site will include new street trees in landscape strips and bioretention tree wells. City staff, including the City Arborist, worked closely with the applicant to identify if any existing street trees directly adjacent to the site could be protected and retained with the redevelopment. While several mature trees in Wilkes Street Park will be retained, the existing street trees will not be able to be retained due to several reasons, including the grading, widening and reconstruction of the sidewalk and landscape strip on S. Patrick Street; the removal of trees that are included on the City's list of non-native invasive species; the widening of S. Alfred

Street for the creation of the parking lane on the west side of the street; and the location of parking and loading entrances.

I. Parking, Transportation and Traffic

Parking

The applicant is providing 750 parking spaces in two-level underground garages located on each of the three blocks. The applicant is providing parking for the project within the parking ratio derived from application of Section 8-200 of the Zoning Ordinance. The Zoning Ordinance was amended to include minimum and maximum parking ratios to address the site-specific conditions and to “right-size” parking based on area transportation amenities, such as bus routes and local services. Table 7 below demonstrates how the parking minimum of 696 spaces and maximum of 818 spaces are derived. The applicant is utilizing two permitted deductions relating to the Minimum Parking amount outlined in Section 8-200(A)(2) of the Zoning Ordinance relating to (1) proximity within 0.25 miles to four active bus routes (5 percent) and (2) a walkability index between 90-100 based on site proximity to neighborhood amenities (10 percent).

Table 7 – Parking Range

	Minimum Parking Range (Deductions of 15 percent based on proximity to bus routes and walkability index)	Maximum Parking Range (Parking requirement without deductions taken)
Market-Rate Units	587 spaces (based on 690 bedrooms at 0.85 spaces / bedroom)	690 spaces (based on 690 bedrooms at 1.0 spaces / bedroom)
Affordable Units (40% AMI)	107 spaces (based on 193 units at 0.5525 spaces per unit)	126 spaces (based on 193 units at 0.65 spaces per unit)
Affordable Units (60% AMI)	2 spaces (based on 2 units at 0.6375 spaces per unit)	2 spaces (based on 2 units at 0.75 spaces per unit)
Total	696 spaces	818 spaces

In addition to the number of off-street parking spaces proposed, the applicant is widening S. Alfred Street to accommodate on-street parking on the west side of the street adjacent to blocks 1 and 4. This will add approximately 24 on-street parking spaces, nearly doubling the number of on-street parking spaces directly adjacent to the site. The on-street spaces created adjacent to blocks 1 and 4 will not be signed for resident permit parking. Staff determined that Heritage residents will not be eligible for resident parking permits due to the area on-street peak parking space utilization of above 85 percent.

Transit and Bicycle Facilities

The site is in the proximity of several bus routes. WMATA bus routes include the 10A, 10B and 11Y which run north-south along S. Washington Street and DASH bus routes include the AT5 (on Duke Street) and AT7 (on Gibbon Street) that provide access to the King Street Metrorail Station and the West End of the City. The site is located about 0.8 miles from the King Street Metrorail Station and 0.3 from King Street and the King Street Trolley.

The site is served by bicycle facilities, including a “neighborhood bikeway” along Wilkes Street and through Wilkes Street Park, which connects the Potomac River waterfront and Mount Vernon Trail with the King Street Metrorail Station. The closest Capital Bikeshare facility to the subject is located on Franklin Street between S. Columbus and S. Washington streets. Staff has conditioned the applicant to provide a \$60,000 contribution to the City’s Capital Bikeshare fund for enhancements to Bikeshare facilities in the vicinity of the site and Wilkes Street Park.

Traffic Impacts

The applicant conducted a Multimodal Transportation Impact Study to evaluate the adequacy of the existing multimodal transportation network in conjunction with the proposed development and identify mitigation measures to offset associated traffic impacts.

The study included intersection operation evaluation of existing conditions, as well as future conditions for each phase of development at 24 surrounding intersections. Data collection for the existing conditions were conducted January 2020, which yielded results of normal conditions prior to the stay-at-home advisement due to the COVID-19 pandemic. Based upon the ITE Trip Generation Manual and an assumed 60 percent of trips were by vehicles, the proposed land use change would generate an additional approximately 99 vehicle trips in the AM Peak Hour and 122 vehicle trips in the PM Peak Hour, as well as 119 vehicle trips during the peak hour on Sunday upon completion in 2025 from existing conditions.

Based on the findings, the analysis for all 24 intersections resulted in minor impacts from the development to the overall operation. All intersections studied experienced acceptable level of service or delay for the overall operation, except for the Gibbon Street and Route 1 intersection. However, given the significant volume of regional trips at this intersection, the development's impact to this intersection is minimal, considering the trips generated from/to the site through this intersection were a small percentage compared to the overall volume during peak hours.

In addition to the overall intersection operation, the increase in delay for each approach or roadway segment was also determined. The largest increase in delay for an approach or roadway segment was approximately 19 seconds for the S. Patrick Street approach to the Duke Street intersection in the PM Peak Hour during the weekday. Similarly, the eastbound Duke Street approach to the delay is increased by approximately 16 seconds in the PM Peak Hour during the weekday. However, all other approaches for each intersection were minimal during the weekday as well as Sunday peak hour.

The existing transportation network design allows for the site to be integrated into the network. The generated trips are anticipated to be evenly distributed through the network, and current turn restrictions allows for the trips to avoid intersections that experience over capacity and significant delay. In addition, the development proposes to improve the network by separating the on-street parking lane from the S. Alfred Street southbound lane. This would allow for a seamless travel avoiding parked vehicles and does not require yielding to opposing vehicles, in contrast to the current condition. Parking garage and loading dock access were also coordinated to minimize traffic circulation impacts.

The development continues to align with the City's guiding principles of encouraging multimodal use. The development maintains and improves pedestrian connectivity throughout the site. The development also plans to improve the experience of pedestrian and cyclists through Wilkes Street Park by proposing a raised crosswalk at the crossing of S. Alfred Street. In addition, the development will comply with the Tier 3 Transportation Management Plan (TMP) requirements and create a standalone TMP. The TMP will implement additional strategies to persuade residents to use public transportation, walk, bike, or utilize ride share programs.

J. Special Use Permits

The applicant is requesting two SUPs that provide a density increase for the provision of affordable housing. The first request is for density up to 3.0 FAR in the RMF zone (from a base FAR of 0.75) and the second is the use of Section 7-700 of the Zoning Ordinance for bonus density (up to 30 percent) and bonus height (up to 25 feet) above what is permitted in the zone and outlined in the Master Plan (in this case, the SPSHAS) for the provision of affordable housing. The two zoning tools are proposed to be utilized in an integrated fashion that yields the 750-unit proposal with 195 affordable units.

Density in the RMF Zone up to 3.0 FAR

The first SUP requested by the applicant would permit development up to 3.0 FAR for the site. Section 3-1406(B) of the Zoning Ordinance outlines the three requirements for the SUP, including (1) the requirement that one-third of the density increase (from the base 0.75 FAR) shall be reserved for committed affordable housing; (2) an affordable housing plan and relocation are submitted with the SUP request; and (3) that "rents payable by households for the committed affordable units shall not, on average, exceed the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes at 40 percent" of AMI. The housing portion of the Compliance with City Policies section above details the applicant's affordable housing and relocation plans and compliance with these requirements. Based on the requirements above, the applicant is providing 193 affordable units targeted for households with an average AMI of 40 percent for the project density between 0.75 and 3.0 FAR.

Section 7-700 Bonus Density and Height for the Provision of Affordable Housing

In addition, the applicant is requesting an SUP for bonus density and height for the provision of affordable housing, pursuant to Section 7-700 of the Zoning Ordinance. The SUP allows for increased density (up to 30 percent) above the maximum FAR in a zone and up to 25 feet in additional building height (for areas permitted to be above 50 feet in height) if one-third of the units derived from the bonus density are achieved through the Section 7-700 SUP. Two additional affordable dwelling units (for households averaging 60 percent of AMI) are provided by the applicant for the additional density (above 3.0 FAR) from the utilization of Section 7-700.

Analysis

The two aforementioned SUPs are zoning tools that are utilized in tandem to provide a viable affordable housing project that meets the goals of the SPSHAS and increases affordable housing

opportunities in the area with no City financial investment. The use of Section 7-700 allows the applicant to construct the density that is permitted in the RMF zone with SUP, which is up to 3.0 FAR. The building heights for each block (45-55 feet for blocks 1 and 4; 45-62 feet for portions of Block 2) and certain design recommendations of the SPSHAS (i.e. the building setback from S. Patrick Street) do not allow the development to reach a 3.0 FAR per the RMF zone and as outlined in the SPSHAS without the use of Section 7-700. The combined use of an RMF rezoning and utilization of Section 7-700 in a development request was anticipated as part of the SPSHAS and RMF zone text amendment approvals as a means to provide and increase affordable housing in the city.

Generally, the RMF zone SUP facilitates one-for-one replacement of the 140 HUD-subsidized HAP units with the redevelopment, while the additional application of the Section 7-700 SUP allows for the applicant to provide 55 additional affordable units through the areas of bonus height. Based on the floor area breakdown of the project, 53 of these 55 affordable units are categorized as RMF units and will be available to households averaging 40 percent of AMI. The remaining two affordable units are the result of bonus density above 3.0 FAR and are available to households averaging 60 percent of AMI.

The use of Section 7-700 allows the applicant to include the top two floors of each of the three blocks in their project. Each building has a height that does not exceed 80 feet, but only in portions of the block that were designated for heights of 55 or 62 feet in the SPSHAS (see the Conformance to the City Master Plan section above). Staff (and for blocks 1 and 2, the BAR) have worked with the applicant over the past year to continuously refine the taller portions of each block to minimize visual impact from adjacent townhouse areas, to break down massing through creating detailed three-dimensional architectural expressions and set back taller building portions from the street frontage. Staff supports the SUP requests as they help the applicant meet the Citywide goals of increasing affordable housing and the goals of the SPSHAS, which also contemplated the added density and its placement within the site.

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve SUPs. The Zoning Ordinance requires that the approval of the SUPs associated discussed above:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use.
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.
3. Will substantially conform to the master plan of the city.

Based on the three criteria City Council considers in its approval of SUPs, staff supports this approval due to the following:

1. The increased density will not have an adverse effect on the health and safety of area residents and workers and retaining residential uses on the site is compatible with the adjacent neighborhood. The project includes benefits that will positively impact the health and safety of those who live and work in the area.

2. The applicant will be providing improvements to the site and the adjacent public realm that will enhance pedestrian safety in the area and increase on-street parking on S. Alfred Street and upgrade Wilkes Street Park.
3. Allowing for added density at this site is consistent with the goals and recommendations of the SPSHAS and the City's overall goals of preserving increasing affordable housing.

Transportation Management Plan (SUP#2020-00084)

According to Section 11-700 of the Zoning Ordinance, the applicant is required to participate in a "tier three" Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). As a Tier 3 TMP, the development shall create and operate its own stand-alone TMP and may be encouraged to partner with neighboring TMPs in the future. To support the TMP, the applicant has agreed to the City's standard TMP rates, (adjusted annually per the Consumer Price Index [CPI-U]) to be contributed to the project's TMP fund. The TMP shall always maintain a point of contact for the purposes of billing.

K. Site Plan Modifications

As part of this DSUP, the applicant is requesting a modification to the Zoning Ordinance relating to the requirement in the Landscape Guidelines that street trees are placed every 30 feet along each street frontage. Pursuant to Section 11-416 of the Zoning Ordinance, the Planning Commission may approve these modifications if they determine that such modifications:

1. Are necessary or desirable to good site development.
2. That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought.
3. That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Modification of Street Tree Requirement in Landscape Guidelines

The applicant is requesting a modification to requirement in the Landscape Guidelines that there is one street tree placed every 25 to 30 feet apart along the adjacent frontage of new development. The provisions of the Landscape Guidelines are subject to compliance for site plans pursuant to Section 11-410(CC) of the Zoning Ordinance. Based on the total site street frontage (while subtracting needed curb cuts for parking and loading), the applicant is required to have 71 street trees along the property frontage but is providing 66 based on streetscape design constraints.

To mitigate the impacts of the reduced street tree plantings adjacent to the site, the applicant will provide a \$10,000 contribution (\$2,000 per tree) to the Urban Forestry Fund for tree plantings in the neighborhood. The applicant has also requested the ability to identify and plant additional street trees (in coordination with City staff) as a means of satisfying the street tree requirement.

Based on the criteria listed above that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. The modification is necessary to accommodate adequate site access and development and to accommodate for areas (i.e. Wolfe Street) where the street design hinders regular street tree placement.
2. In addition to the street trees to be planted along the site frontage, the applicant will be preserving and planting additional trees in Wilkes Street Park and will be meeting the on-site crown coverage requirements for the development.
3. As the new street trees mature, the proposed placement of street trees and trees on the site and in Wilkes Street Park will provide a level of shade that is comparable to existing neighborhood conditions.

L. School Impacts

In anticipation of new residential property development, Alexandria City Public Schools (ACPS) and the City of Alexandria estimate the number of new students expected to join the school system from those properties based on historical enrollment and residential property data. Based on the 2016-2018 Student Generation Rate jointly developed by ACPS and the City, the proposed development could potentially generate approximately 63 net new students. New students would be distributed over all grade levels and would be added over multiple years as the project will be built in phases.

This project is located within the Lyles-Crouch Traditional Academy and George Washington Middle School attendance areas. City and ACPS staff will monitor and integrate the projected student generation numbers in forthcoming school enrollment projections and ACPS will continue to coordinate with the City to review, plan, and allocate resources for necessary additional capacity to ensure all ACPS students are provided with safe and equitable learning environments.

V. COMMUNITY

The applicant has conducted extensive outreach regarding project design and evolution over the past year, while also coordinating with existing residents regarding relocation during construction and return to the project when buildings are ready to be occupied. The applicant held in-person kick-off meetings for Heritage residents and community members in January 2020 and scheduled additional virtual meetings throughout the year. The applicant provided a project overview and updates at the community meetings and solicited feedback. For instance, the creation of the parking lane on S. Alfred Street and expanding the parking study to include Sundays were suggested by the community at the first meeting in January 2020. The applicant coordinated on community and resident outreach with City staff to provide notice to each of the meetings. Following practices established during the SPSHAS, the resident meetings (and the City-led meeting in November) included Amharic interpretation, with notice and outreach materials provided to existing Heritage residents translated into Amharic.

Due to sustained community interest and concern, in November 2020, staff from P&Z, T&ES and the Office of Housing hosted a virtual community meeting, attended by over 100 people, to provide a City perspective on the development review process and provide background on the planning process dating back to SPSHAS community outreach in 2018. Additional City-held meetings on

the project relate to the tenant relocation and affordable housing plan aspects of the project. The applicant presented twice at the Landlord Tenant Relations Board (LTRB) and Alexandria Housing Affordability Advisory Committee (AHAAC).

The project also went to the BAR four times in 2020 for concept review and a Permit to Demolish (for blocks 1 and 2). The applicant also went to City Council in October to respond to the appeal of the Permit to Demolish that was granted by the BAR at the September hearing. City Council upheld the Permit to Demolish.

Table 8 – Community meetings

Applicant-Hosted Meetings	
January 29 & 30, 2020	Resident and community kick-off meetings (at the Lee Center)
July 13 & 14, 2020	Virtual resident and community meetings
August 24 & 25, 2020	Virtual resident and community meetings
September 24, 2020	Virtual meeting with residents
October 19 & 20, 2020	Virtual resident and community meetings
November 30, 2020	Virtual meeting with residents (introduction of tenant relocation coordinator)
December 8, 2020	Virtual community meeting
City-Hosted Meetings	
October 1, 2020	AHAAC meeting (virtual)
October 7, 2020	LTRB meeting (virtual)
October 17, 2020	City Council hearing (Appeal for BAR Permit to Demolish) (virtual)
November 11, 2020	City-hosted virtual community meeting
January 6, 2021	LTRB meeting (virtual)
January 7, 2021	AHAAC meeting (virtual)
Board of Architectural Review Meetings (Blocks 1 and 2)	
July 15, 2020	First BAR concept review (virtual)
September 2, 2020	Second BAR concept review (virtual)
October 21, 2020	Third BAR concept review (virtual)
December 2, 2020	Fourth BAR concept review (virtual)

In addition to the meetings regarding the Heritage development and BAR hearings, the applicant also attended and presented at meetings hosted by RP&CA regarding the Wilkes Street Park redesign and worked with staff on incorporating survey results into the concept design for the park. The applicant participated in the August 13 and November 4, 2020 community meetings and the January and February 2021 Park and Recreation Commission meetings.

VI. CONCLUSION

Staff recommends approval of the development site plan and modification and all associated special use permits subject to compliance with all applicable codes and the following Staff recommendations.

VII. STAFF RECOMMENDATIONS:

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated November 17, 2020, and as amended on December 18, 2020, and comply with the following conditions of approval.

SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the Development Special Use Permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval (**plus any extensions per the October 6, 2020 City Council Docket Item 19 due to the COVID-19 emergency, as may be extended**) and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements and dedications prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
5. Provide public access easements to the following areas. The easement language shall be reviewed by the Office of the City Attorney and to the satisfaction of the Directors of P&Z and T&ES:
 - a. Portions of sidewalk on Wolfe, S. Alfred and S. Columbus streets within property line. A maintenance agreement permitting the City to maintain this portion of sidewalk will be required prior to release of building permit.
 - b. Mid-block walkway on Block 1 between S. Alfred Street and S. Patrick Street.
 - c. With the exception of the private courtyards, areas that are immediately adjacent to and accessible from Wilkes Street Park.
 - d. Pocket park on Block 4 fronting S. Alfred Street. (P&Z) (T&ES) (RP&CA)
*
6. The applicant shall provide the documentation necessary to dedicate the sidewalk and portions of the adjacent green/street tree strip currently within the applicant property along the S. Patrick Street frontage to the City. (P&Z) (T&ES) *, **
7. The applicant shall provide an ingress-egress easement for the portion of the private alley on Block 2 that provides vehicular access to the parking areas of the adjacent townhouses to the north on S. Columbus Street. (T&ES) *, **

8. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (BAR)
9. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed streetlights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens.
 - d. All proposed light fixtures in the City right of way shall be basic, approved Dominion LED light fixtures and/or fixtures consistent with the SPSHAS. Per the SPSHAS, streetlight fixtures shall be single black acorn lighting fixtures for all streets (except S. Patrick Street) with a standard black finish. The streetlight fixtures on S. Patrick Street will be double acorn with a standard black finish. Substitutions shall be to the satisfaction of the Directors of T&ES and P&Z.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing streetlights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way and shall include Wilkes Street Park and lighting fixtures proposed for the park. Show existing and proposed streetlights and site lights.
 - g. Photometric plan must either be separated into two plans or provide a clear distinction between the following: a plan with all streetlights and other pertinent off-site lighting, and a plan without streetlights and off-site lighting; to demonstrate the plan's compliance with lighting regulations re: light spill.
 - h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.

- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
 - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - l. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
 - n. The lighting for the underground/structured parking garage shall be a minimum of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
 - o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties. (P&Z) (RP&CA) (T&ES) (Police) (BAR) (Code)
10. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. (P&Z)
11. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
12. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements/layers are correctly located and will connect. (P&Z) (DPI) *
13. Provide a georeferenced CAD file in AutoCAD2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) *

BUILDING:

14. The building designs, including the appearance, color and quality of materials, final detailing, and three-dimensional expression shall be consistent with the elevations and renderings dated December 18, 2020, the BAR Certificate of Appropriateness (for blocks 1 and 2) and the following conditions. (P&Z)
15. Provide the following information to the satisfaction of the Director of P&Z:
 - a. Provide samples of actual glazing, frame and sash components that are proposed for each area of the building in the color and material that will be provided.
 - b. The façade materials, finishes and windows for Block 4 shall be designed and incorporated with a quality that is equal with the requirements for blocks 1 and 2.
 - c. Per the recommendations of the SPSHAS, fiber cement will be limited to no more than 20 percent of each street or park-fronting façade and limited as determined by the certificate of appropriateness for blocks 1 and 2.
 - i. Projecting bays and the signature corner element at the northwest corner of Block 4 shall be metal-clad, or on certain facades other high-quality cladding such as Nichiha Illumination Series or equivalent to the satisfaction of the Director of P&Z.
 - ii. Portions of the façades that have been confirmed by the applicant to be metal clad per an exhibit submitted to the City dated December 18, 2020 shall remain metal-clad, unless determined otherwise for blocks 1 and 2 per the Certificate of Appropriateness review.
 - d. Provide rich detailing in brick and other materials as the design progresses in Final Site Plan and in coordination with the BAR for blocks 1 and 2.
 - e. Provide detailed three-dimensional drawings of portions of the facades where two different materials/expressions meet.
 - f. The underside of all balconies shall be finished and present a visually cohesive appearance.
 - g. Integrate all penthouses, rooftop mechanical areas, and rooftop screening into the overall architecture of the building.
 - h. All vents shall be architecturally integrated into the building design and color palette. (P&Z)
16. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at $\frac{1}{4}'' = 1'-0''$ scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in realistic color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology, different wall or bay type. When the three-dimensional complexity warrants it, applicant shall also provide isometric vignettes of such special conditions or building areas. (P&Z)

17. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy for each building/block, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct on-site, mock-up panels of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panels require a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panels shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy for each building. *** (P&Z) (Code)
18. Building materials, finishes and architectural details for blocks 1 and 2 shall be subject to review and approval of a Certificate of Appropriateness. A materials board shall be submitted as part of the Certificate of Appropriateness approval. (BAR) *
19. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
 - b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, Renewable Energy Production, Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.
 - c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
 - d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.
 - e. The application shall provide a draft scorecard identifying the project's path to LEED, Green Globes or Earthcraft certification (or equivalent) with the submission of the Preliminary Review documents.

- f. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *
- g. Provide an updated copy of the certification scorecard prior to the release of building permits for each building/block for above-grade construction. **
- h. Provide updated energy reports prior to the release of building permits for each building/block for above-grade construction. **
- i. Provide a draft commissioning plan that includes items "i" through "v" below, prior to the release of building permits for each building/block for above-grade construction. **
 - i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
- j. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for each building/block for above-grade construction. **
- k. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for each building/block for above-grade construction. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- l. Provide evidence that design phase credits have been submitted by the first certificate of occupancy for each building/block. ***
- m. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy for each building/block. ***
- n. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy for each building/block. ***
- o. Provide documentation certification at the release of the maintenance bond for each building/block clearly indicating that requirements for Energy Use

Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. ****

p. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.

20. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. Reference the MWCOG Builders Recycling Guide which lists companies that recycle construction and demolition materials in the DC Metro area for recycling, reuse, and disposal. COG recycling directory link: <https://www.mwcog.org/environment/planning-areas/recycling-and-solid-waste/builders-recycling-guide/builders-recycling/>. (T&ES)
21. Install Energy Star labeled appliances in all multi-family residential units. (T&ES)
22. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces proposed with this development.
23. Provide the necessary conduit with pull wires as well as the necessary physical space within the building's electrical room for the additional electrical cabinetry required for the future installation of level 2 electrical vehicle charging stations to serve a minimum of 20 percent of the required parking associated with the residential use proposed with this development. (T&ES)
24. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at: www.epa.gov/WaterSense. (T&ES)
25. In lieu of ladder truck access for the Block 2 building, smoke or heat detection (as appropriate for the environment) shall be installed in all common areas, including hallways, mechanical, utility, telecommunications and storage areas, offices and assembly areas. (Fire)

OPEN SPACE/LANDSCAPING:

26. Develop, provide, install and maintain an integrated Landscape Plan in accordance with the City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf

27. Provide the following modifications to the landscape plan and supporting drawings:
 - a. Provide soil pH information for ground-level planting areas on site and within the rights-of-way (for and adjacent to each block) per the Landscape Guidelines. (P&Z)
28. Ensure transformer and garage intake areas around each site frontage are below grade or appropriately screened if above grade. (P&Z)
29. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z) (T&ES)
 - c. Site furnishings adjacent to Wilkes Street Park shall be coordinated with the Director of RP&CA in addition to P&Z and T&ES. (P&Z) (T&ES) (RP&CA)
30. The portion of each block adjacent to Wilkes Street Park shall be visually and physically integrated into the park. Any fencing or railings proposed for patios or sunken terraces adjacent to Wilkes Street Park shall not exceed 4 feet in height at the Wilkes Street Park grade and be open or with glass panels. (P&Z)
31. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (Code) *

TREE PROTECTION:

32. Provide, implement and follow a Tree and Vegetation Protection Plan per the City of Alexandria Landscape Guidelines. (P&Z) (RP&CA) *
33. The applicant shall coordinate with the City Arborist on the protection of the existing trees to be saved in Wilkes Street Park.
 - a. Location and method for protection and preservation of existing trees shall be approved in-field by the City Arborist prior to commencement of ground disturbing activity.
 - b. Tree protection fencing must be established and approved by the City Arborist before any clearing or construction/demolition can be started. To the extent possible, all tree protection shall be installed at the drip line of the tree(s). (RP&CA) (P&Z) * , **

ARCHAEOLOGY:

34. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements.
 - a. The interpretive elements may be located within the site or in Wilkes Street Park, to be determined by the release of Final Site Plan. (Arch) (P&Z) (RP&CA) *
35. Design and develop a sign plan for interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of Archaeology.
 - a. Prior to release of Final Site Plan, the consultant shall provide text and graphics for three (3) signs (one per block) subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.
 - b. Each sign shall be installed prior to the final certificate of occupancy for the adjacent block. (Arch) (P&Z) (RP&CA) *
36. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
37. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. (Archaeology) *
38. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
39. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The

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

40. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
41. Final certificates of occupancy for each building shall not be issued until interpretive elements on or adjacent to the respective block have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. (Archaeology) ***

PEDESTRIAN/STREETSCAPE:

42. Provide a pedestrian and streetscape improvements phasing plan with Final Site Plan. (P&Z) (T&ES) *
43. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements adjacent to the respective building/block prior to the issuance of a certificate of occupancy permit for each building/block.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet (or what is shown on the Preliminary Plan, whichever is greater), including areas within the applicant property line.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) as shown on the Preliminary Plan. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - h. All crosswalks shall be high-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)]. All other crosswalk treatments must be approved by the Director of T&ES.
 - i. Existing pedestrian countdown signals and pedestrian activated push-buttons on the site frontage shall be maintained or replaced in kind in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).

- j. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts.
- 44. Implement the proposed raised crosswalk and bollards per below:
 - a. The tabled portion of the proposed raised crosswalk located on S. Alfred Street shall be no less than 46 feet in length with a slope on either side no more than what is shown in the Preliminary Plan to the satisfaction of the Director of T&ES. The raised crosswalk shall include appropriate pavement markings, pedestrian advisory signs and proposed bollards to the satisfaction of the Director of T&ES and the Alexandria Fire Department.
 - i. The specific design of the pavement markings for the high-visibility crosswalk on the raised table shall be coordinated with P&Z, RP&CA and T&ES during Final Site Plan.
 - b. All proposed bollards on either side of the raised crosswalk along S. Alfred Street shall include design features that allows authorized service vehicles or emergency vehicles access to the Wilkes Street Park.
 - i. Design features should include, but are not limited to, unlocking features, removable features, or flexible support to allow large vehicles to drive over with no damage to the vehicle.
 - ii. The bollards shall be designed in placement to be ADA compliant.
 - iii. The bollard specifications shall be shown in the Final Site Plan submission and designed to the satisfaction of the directors of T&ES and RP&CA.
 - c. The raised crosswalk and bollards shall be constructed and accepted by the City prior to the issuance of a certificate of occupancy for Block 2 (or the final building to be constructed, whichever comes later). (P&Z) (T&ES) (RP&CA) *, ***
- 45. The applicant shall provide the following paving treatments within the vicinity of the Wilkes Street Park plaza to the satisfaction of the Directors of P&Z and T&ES and in coordination with adjacent paving materials implemented in Wilkes Street Park:
 - a. City-standard concrete with trisection running bond concrete in areas of public sidewalk right-of-way and within the adjacent areas of Wilkes Street Park, per City Standards.
 - b. Concrete pavers to match in color with City-standard concrete in adjacent publicly accessible areas proposed to be paved within the applicant's property. (T&ES) (P&Z)
- 46. Final location and approximate dimensions of Capital Bikeshare stations shall be shown on the final site plans. Stations shall be sited to provide adequate space for maneuvering bikes in and out of docks, to allow access by Capital Bikeshare staff or contractors to rebalance bikes, and to provide for solar panels where feasible. * (T&ES)

PARKING:

47. Parking for the residential and commercial uses shall be consistent with the requirements of the Zoning Ordinance in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
48. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
49. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents. (P&Z)
50. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and comply with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES)
51. Any parking occupancy data collected for the facility shall be made available to the City upon request. (T&ES)
52. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site if excess parking can be demonstrated. This request shall be to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
53. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. All on-street parking controls and restrictions within the project area shall be approved by the City staff during the Final Site Plan process. Any on-street parking changes desired after the Signature Set approval are required to be approved through the Traffic and Parking Board. (P&Z) (T&ES)
54. Per the City's Policy for Residential Parking Permits for New Developments, the development shall be removed from the Residential Permit Parking District 4 boundary. (T&ES)
55. Provide bicycle parking per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking.
 - a. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. (T&ES) *, ***

TRANSPORTATION

STREETS/TRAFFIC:

56. A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)
57. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
58. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
59. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
60. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 10 percent and greater, 10 feet transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)
61. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
62. Furnish and install two 4-inch Schedule 40 PVC conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks around the perimeter of the site [amend frontage as needed]. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
63. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)

64. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
 - b. Provide a bike path or multi-use trail connection through the Wilkes Street park in coordination with the park plan. (T&ES)

TRANSPORTATION MANAGEMENT PLAN:

65. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to driving alone in a vehicle. Below are the basic conditions from which other details originate. (T&ES)
66. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City's Transportation Demand Management Program. (T&ES)
67. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
68. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)
69. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City's Transportation Demand Management Coordinator at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all

aspects of the TMP and the parking management program for the project. (T&ES)

70. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
71. The TMP Coordinator or Association will submit to the Mobility Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
72. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

BUS STOPS AND BUS SHELTERS:

73. Show all existing bus stops, bus shelters and bus stop benches in the vicinity of the site on the Final Site Plan. (T&ES) *
74. Street trees in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines:
 - a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses. (P&Z)(T&ES) *

PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

75. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

76. The project lies within the Combined Sewer System (CSS) area district, therefore, stormwater management and compliance with the state stormwater quality and quantity requirements and the City's Alexandria Water Quality Volume Default shall be coordinated with the project's compliance with the CSS Management Policy set forth in Memo to Industry 07-14, effective July 1, 2014.

It is determined by the staff there is not a fully separated sewer system available to discharge either the sanitary flow or the stormwater from the project site. To meet the requirements as set forth in Memo to Industry 07-14, the applicant is proposing to retain at minimum 50 percent of stormwater runoff (Option B) generated from the project site via a combination of green roof and bioretention, and hence no contribution fee is required as part of the preliminary site plan review. If the Option B requirement cannot be met during the final design or construction, the development shall be subject to contribution fees as outlined in Option C of Memo to Industry 07-14 and the stormwater contribution fee will be prorated based on the amount of green infrastructure provided under Option B. (T&ES)

77. The sewer connection fee must be paid prior to release of the Final Site Plan. (T&ES) *

UTILITIES:

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

79. Relocation or placement of utilities and connections within Wilkes Street Park shall be avoided to the extent possible. As feasible, connections to existing sanitary and stormwater lines located within Wilkes Street Park shall not conflict with existing trees to be saved, planned park structures, and shall be located in areas that are least impactful to the park to the satisfaction of the Directors of RP&CA and T&ES. Utility work shall be consistent with the requirements of the Landscape Guidelines regarding tree protection, in coordination with the City Arborist. (RP&CA) (T&ES)

80. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)

81. No transformer and switch gears shall be located in the public right of way. (T&ES)

SOLID WASTE:

82. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of three (3) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) *

83. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of five (5) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES) *
84. The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available on the "[Recycling at Work](#)" page of the City website, or by contacting the City's Resource Recovery Division on at 703.746.4135, or via email at commercialrecycling@alexandriava.gov. (T&ES)
85. The applicants shall submit a Recycling Implementation Plan (RIP) form to the Resource Recovery Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found on the "[Recycling at Work](#)" page of the City website, or by calling the Resource Recovery Division at 703.746.4135, or by emailing CommercialRecycling@alexandriava.gov. (T&ES)

ENVIRONMENTAL

STORMWATER MANAGEMENT:

86. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility.
 - a. If the plan is to be phased, a separate stormwater management plan shall be submitted for each block or phase. Stormwater quantity and quality shall be met independently for each phase. (T&ES)
87. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the

spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)

88. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
89. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)
90. Prior to the release of the performance bond, the applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance approved plans and specifications. (T&ES)
91. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
92. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
93. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *
94. With the exception of the BMP tree wells that will be transferred to the City for maintenance, the applicant/owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The applicant/owner shall execute a maintenance service contract with a qualified private contractor for

a minimum of three (3) years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES) ****

95. The applicant shall be responsible for the maintaining the BMP tree wells until acceptance by the City for maintenance. The City shall accept the structural elements of the BMP tree wells constructed and installed in the right of way for maintenance upon passing inspection and termination of the maintenance bond for public improvements. The City shall accept the plantings installed in BMP tree wells located in the right of way upon passing inspection and termination of the maintenance bond for landscaping. (T&ES)
96. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) ****
97. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) ****

WATERSHED, WETLANDS, & RPAs:

98. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND:

99. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated

environmental investigations or assessments performed to substantiate this determination. (T&ES)

100. If environmental site assessments or investigations discover the presence of contamination on site, the Final Site Plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) *
101. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES) (Code)

102. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)\

SOILS:

103. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

NOISE:

104. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Once the final building design has been established, conduct a building shell analysis if needed, identifying specific options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the commercial activities at this building including but not limited to HVAC, compressors, fans and other anticipated noise- and vibration- generating activities such as amplified music or weight lifting, etc., as well as loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
105. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release. (T&ES) *
106. All uses within the development shall adhere to the City noise ordinance and no amplified sound shall be audible at the property line after 11 pm. (T&ES)
107. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
108. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)

109. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post a minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

AIR POLLUTION:

110. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
111. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

CONSTRUCTION MANAGEMENT

112. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.
 - a. The construction phasing plan shall outline each phase and order of construction for blocks 1, 2 and 4 and Wilkes Street Park. (T&ES) (P&Z) *
113. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No streetlights shall be removed without authorization from the City of Alexandria.
 - b. If streetlights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Include an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include

proposed controls for traffic movement, lane closures, construction entrances and storage of materials.

- i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
114. Provide off-street parking for all construction workers without charge to the construction workers. The applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) *
115. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
116. Construction staging in Wilkes Street Park shall not be allowed except for construction on the park. (RP&CA)
117. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
118. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
119. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure any bus stops, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be

coordinated with the T&ES Transportation Planning Division at 703.746.4088 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)

120. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
121. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
122. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)
123. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
124. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES)
125. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
126. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction

of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)

127. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
128. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
129. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit for each building/block. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
130. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
131. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES)

CONTRIBUTIONS

132. The applicant shall provide in-kind improvements to Wilkes Street Park, consistent with the concept park plan dated January 21, 2021. The improvements shall be subject to an administratively approved park plan approved by the Directors of RP&CA and T&ES and based on an itemized scope of work outlined in a memorandum of understanding (MOU) agreed upon between the City and applicant.

- a. The applicant shall be responsible for the full build-out of the west park parcel and portions of the east park parcel. The east park parcel shall be functional and integrated with the west park parcel, and will prioritize stormwater management infrastructure, a shared-use path and lighting and basic groundcover/landscaping as coordinated with the Director of RP&CA. The in-kind improvements to the east park parcel shall not exceed half of the projected cost of park improvements for the parcel to the satisfaction of the Director of RP&CA.
- b. The MOU shall be approved by the City Manager prior to release of Final Site Plan or approval of the park plan (whichever is first) and will include the following:
 - i. Construction preparation and phasing (including the specific responsibilities of the applicant in relation to implementation of the entire park);
 - ii. Grading, utility work and installation of stormwater management infrastructure;
 - iii. Installation of shared-use path and other hardscape elements;
 - iv. Landscaping, including tree protection, tree and shrub planting and groundcover;
 - v. Relocation of the Veterans' Memorial Stone and historical interpretation;
 - vi. Integration, coordination and installation of public art;
 - vii. Installation of park furniture, lighting, signage, playspace equipment and other structures; and
 - viii. Bonding and park maintenance until acceptance by RP&CA.
- c. The applicant's in-kind improvements to Wilkes Street Park shall be substantially complete prior to the issuance of the first Certificate of Occupancy for the buildings adjacent to each park parcel. (P&Z) (RP&CA) (T&ES) *, ***

133. Contribute \$60,000 (or \$20,000 per block) to the City prior to Final Site Plan release as part of a coordinated bike share program for Capital Bikeshare station and bicycles or operations of the system. Any funding not required to provide fabrication and installation of a bikeshare station may be used for operations and maintenance of bikeshare stations in the vicinity of the site. In the event a bike share station cannot be located along the site frontage due to space constraints or impacts to operational efficiency, an alternate off-site location may be chosen with coordination with the applicant. (T&ES) *

134. In lieu of providing the number of street trees required per site frontage as required in the Landscape Guidelines, the applicant shall provide a monetary contribution, in an amount equal to \$10,000, based on the deficiency of five (5) street trees, to the City of Alexandria's Urban Forestry fund. Contribution will be provided prior to first Certificate of Occupancy.

- a. The applicant may additional plant street trees within the vicinity of the project to the satisfaction of the Directors of P&Z and RP&CA in lieu of a portion or the entirety of the contribution. (P&Z) (RP&CA) ***

HOUSING:

135. The applicant shall meet the provisions presented in the Relocation Plan dated January 5, 2021 as may be revised administratively with the approval of the Director of the Office of Housing, or designee.
136. The applicant shall provide 195 committed affordable rental units, comprising 193 units required by the RMF Zone units (140 replacement Housing Assistance Payment (HAP) contract units and 53 new non-HAP affordable units) and two (2) set-aside (affordable) units.
137. The RMF Zone HAP units shall comprise 88 one-bedroom and 52 two-bedroom units, or a mix of units to the satisfaction of the Director of the Office of Housing for a period of 40 years.
 - a. Rents payable by households for the committed affordable units shall not, on average, exceed the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes at 40 percent of the area median income for the Washington D.C. Metropolitan Statistical Area. Average rents payable by households for the committed affordable units may be increased up to the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes at 50 percent of the area median income for the Washington D.C. Metropolitan Statistical Area subject to the submission of a revised Affordable Housing Plan. Any existing housing assistance payment (HAP) contracts in effect as of February 2019 and any extension thereof, or new contract which maintains the material aspects of the existing contracts, shall be deemed to be in compliance.
138. The RMF Zone non-HAP units shall comprise 20 efficiencies and 33 one-bedrooms, or a mix of units to the satisfaction of the Director of the Office of Housing for a period of 40 years.
 - a. Rents payable by households for the committed affordable units shall not, on average, exceed the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes at 40 percent of the area median income for the Washington D.C. Metropolitan Statistical Area. Average rents payable by households for the committed affordable units may be increased up to the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes at 50 percent of the area median income for the Washington D.C. Metropolitan Statistical Area subject to the submission of a revised Affordable Housing Plan.
 - b. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income exceeds 80 percent of the area median income for the Washington D.C. Metropolitan Statistical Area adjusted for household size and defined by the Department of Housing and Urban Development (HUD Low Income Limits) unless

modified by a revised Affordable Housing Plan. If the household's income is certified as exceeding this cap, the household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. The household will be required to vacate the unit at the end of the lease term and the unit will be leased to an income eligible household.

139. The affordable set-aside rental units shall comprise two (2) one-bedrooms, or a mix of units to the satisfaction of the Director of the Office of Housing for a period of 40 years.
 - a. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges for one vehicle) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually.
 - b. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. The household will be required to vacate the unit at the end of the lease term and the unit will be leased to an income eligible household.
140. Households receiving Housing Choice Voucher assistance will not be denied admission to the RMF Zone non-HAP and set-aside affordable units on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
141. Residents of all affordable units shall have access to all amenities offered within the entire development.
142. Concentrations of the affordable units within the buildings shall be avoided.
143. Residents of the RMF Zone non-HAP units and set-aside units may be charged a monthly parking fee of up to \$50.00 (in 2021 dollars with annual adjustments based on CPI) or the standard fee whichever is lower for their first parking space. Any additional parking spaces will be subject to standard fees. Parking fees for residents of the RMF Zone HAP units shall be in accordance with HUD regulations.
144. The total of non-refundable fees, including fees for use of amenities, but excluding application, parking and pet fees, shall not exceed 15% of gross affordable rent for the residents of RMF Zone non-HAP units and the affordable set-aside units. Such

fees for residents of the RMF Zone HAP units shall be in accordance with HUD regulations.

145. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 40-year affordability period.
146. During the initial leasing period, the applicant shall list the units in www.VirginiaHousingSearch.com, an online housing search database sponsored by Virginia Housing (VH, formerly the Virginia Housing Development Authority and/or "VHDA"). The applicant shall use commercial reasonable efforts to list available units no less than on a quarterly basis through the 40-year term of affordability.
147. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to commencement of the initial leasing period and provide the City with marketing information, so the City can notify interested parties of the availability of units. The applicant shall not accept applications for the units until 45 days after written notification has been provided to the Office of Housing.
148. Amendments to the approved Affordable Housing Plan, dated January 4, 2021, must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration by and will require final approval from the City Manager.
149. Amendments to the approved Relocation Plan, dated January 5, 2021, must be submitted for consideration by and require final approval from the Director of the Office of Housing, or designee.

PUBLIC ART:

150. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
 - a. The next submission shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA) (P&Z) *, ***
 - b. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be

USES AND SIGNS

SIGNAGE:

151. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances * (T&ES)
152. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

DISCLOSURE REQUIREMENTS

153. Notify all renters that this development is not included in the Residential Permit Parking District and residents are not eligible for Residential Permit Parking permits for on-street parking. (P&Z) (T&ES)
154. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

VIII. CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

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

C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.

C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****

C - 4 No above-grade building permits related to blocks 1 and 2 shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

C - 5 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)

Code Administration (Building Code)

F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exists, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 2. Block 1 has a high potential to contain significant archaeological resources. In particular, historic maps indicate that a tannery operated in the northeast quadrant of the block in the mid-nineteenth century. During the Civil War several sets of railroad tracks passed through the block, with one set passing through a large building labeled as a “carpenter shop.” By the 1890s rowhouses and shanties began to be built on the north half of the block, whereas the south half continued to be used as a railyard. This block was in the heart of a historically African American neighborhood known as “the Bottoms.”
- F - 3. Block 2 has a high potential to contain significant archaeological resources. Shortly after the Civil War, a half dozen dwellings were standing on the property.

F - 4. By the 1890s rowhouses fronted on S. Columbus, Wilkes and S. Alfred streets. Like Block 1, this block was located in the heart of a historically African American neighborhood known as “the Bottoms.”

F - 5. Block 4 has a high potential to contain significant archaeological resources. According to a Union Army map, during the Civil War the north half of the block contained a carpenter and bridge shop, a tool house, an arsenal, and several offices in support of Union railroad operations. The south half of the block contained nine buildings, five of them owned by John or James Walls. One of the buildings fronting on Gibbon Street was labeled as a “Secesh Church.” By the 1870s, the Wall family continued to own most of the south half of the block and its dwellings. The church continued to stand, labeled the “Village M.E. Church” in 1877. By the 1890s most of the block had been developed with 21 dwellings fronting on S. Patrick Street alone, only the northeast quadrant of the block remaining relatively undeveloped. This block was in the heart of a historically African American neighborhood known as “the Bottoms.”

F - 6. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

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

Transportation and Environmental Services (T&ES)

F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City’s website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at

manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches

for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)

- F - 10. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 13. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 14. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 16. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as "Information Only." (T&ES)
- F - 17. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
 - a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.

- b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
- c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *

F - 18. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate, then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C - 7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 9 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C - 10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 11 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

C - 12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer

further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

- C - 13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 15 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

C - 25 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:

- a. Monday Through Friday from 7 AM To 6 PM and
- b. Saturdays from 9 AM to 6 PM.
- c. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:

- d. Monday Through Friday from 9 AM To 6 PM and
- e. Saturdays from 10 AM To 4 PM
- f. No pile driving is permitted on Sundays and holidays.

Section 11-5-109 restricts work in the right of way for excavation to the following:

- g. Monday through Saturday 7 AM to 5 pm
- h. No excavation in the right of way is permitted on Sundays. (T&ES)

C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)

C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP) for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *

C - 29 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet

containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments

C- 1 Sheet C2.10. AlexRenew's phone number has changed. The Applicant shall modify the AlexRenew note to read:

"Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-721-3500 x2020."

C – 2 Sheet C10. The next (i.e., "Final") DSUP permit submittal shall include HGL calculations.

VAWC Comments

No comments received.

Fire Department

R - 1. In the event an existing building will be razed, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Police Department

Parking Garage Recommendations

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

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

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

Landscape Recommendations

R - 4. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

R - 5. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

R - 6. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold-colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R - 7. It is recommended that all the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.

R - 8. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # DSUP2020-10032 Project Name: _____

PROPERTY LOCATION: _____

TAX MAP REFERENCE: _____ ZONE: _____

APPLICANT:

Name: _____

Address: _____

PROPERTY OWNER:

Name: _____

Address: _____

SUMMARY OF PROPOSAL _____

MODIFICATIONS REQUESTED _____

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.

Print Name of Applicant or Agent _____

Signature _____

Mailing/Street Address _____

Telephone # _____

Fax # _____

City and State _____ Zip Code _____

Email address _____

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: _____

Development SUP # _____

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: _____ 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.

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.

N/A

October 2, 2020

Heritage at Old Town Propco LLC
601 Lexington Ave, 32nd Floor
New York, NY 10022

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent/Authorization to File an Application for a Rezoning, a Development Special Use Permit with Preliminary Site Plan, a Transportation Management Plan Special Use Permit and Associated Applications
901 Gibbon, 450 and 510 S Patrick, 900 Wolfe, 431 Columbus, and 416 S Alfred
TM ID #074.03-05-05, -04, 02, -01; 074.04-12-15 and -16, the "Property"

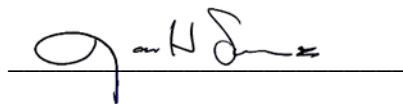
Dear Mr. Moritz:

As owner of the above-referenced Property, Heritage at Old Town Propco LLC hereby consents to the filing of an application for a Rezoning, a Development Special Use Permit with Preliminary Site Plan, a Transportation Management Plan Special Use Permit, and any related requests on the Property.

Heritage at Old Town Propco LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Rezoning, a Development Special Use Permit with Preliminary Site Plan, a Transportation Management Plan Special Use Permit, and any related requests on the Property.

Very Truly Yours,

Heritage at Old Town Propco LLC



By: James H. Simmons III

Its: Authorized Signatory

Date: 10/2/2020

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.

Name	Address	Percent of Ownership
1. James H. Simmons III	601 Lexington Avenue Floor 32, New York, NY 10022	7%
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2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 431 S Columbus Street, Alexandria, VA 22314 (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.

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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.)
Heritage at Old Town PropCo, LLC		
1. James H. Simmons III	None	NA
2. SRE DUO InvestCo, LP	None	NA
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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.

4 / 20 / 2020

James H. Simmons III

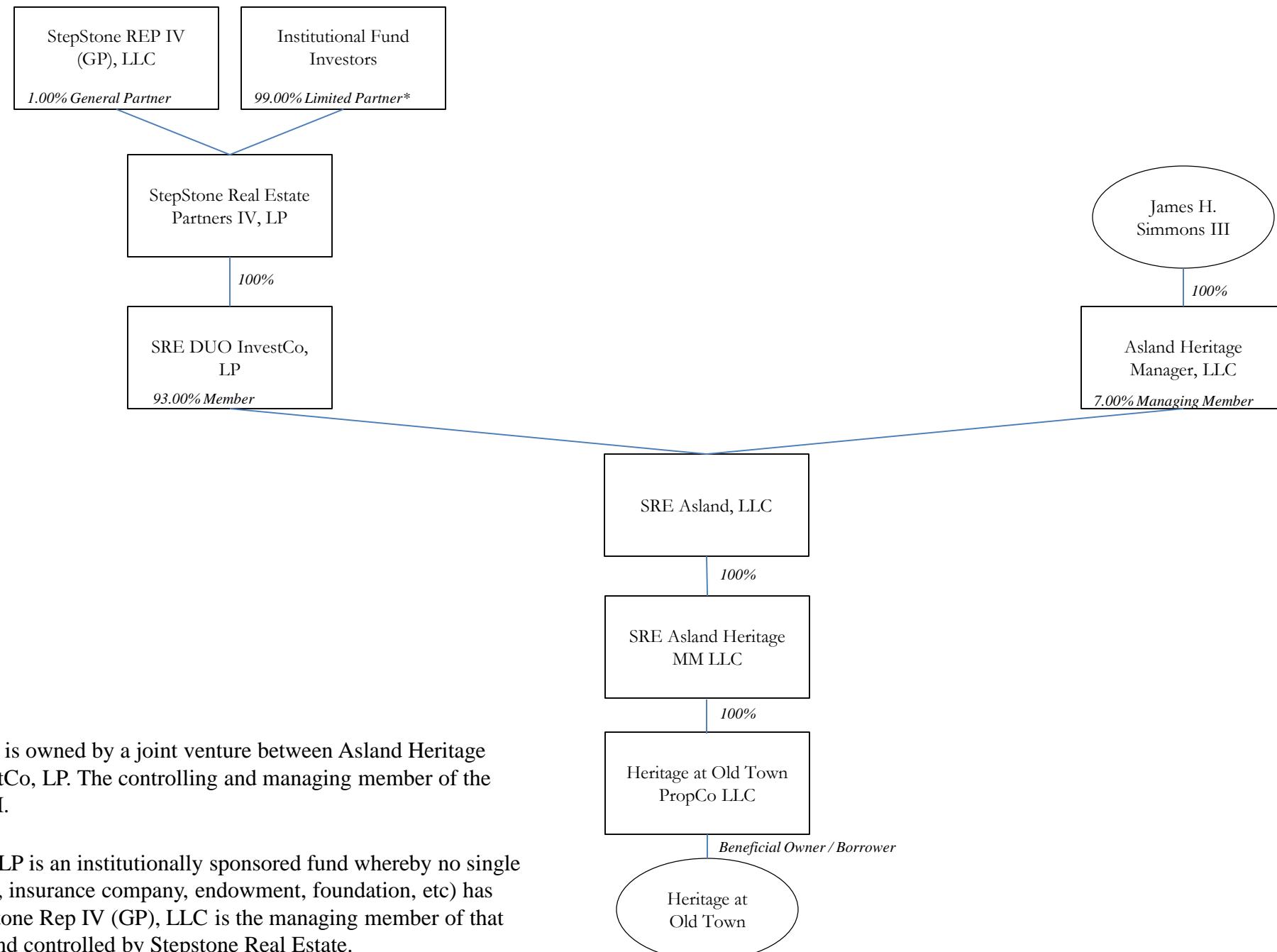
Date

Printed Name

James H. Simmons III

Signature

HERITAGE AT OLD TOWN PROPCO LLC
ORGANIZATION CHART



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Development SUP # _____

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.)

Narrative Description
Heritage at Old Town
November 17, 2020

The Applicant proposes to redevelop the Property known as 900 Wolfe Street, 450 and 510 South Patrick Street, 901 Gibbon Street, 416 South Alfred Street and 431 South Columbus Street (the “Property”) into three multifamily residential buildings containing both market rate and dedicated affordable housing in conformance with the South Patrick Street Housing Affordability Strategy (“SPSHAS”) adopted by City Council on October 13, 2018. In order to do so, the Applicant requests a rezoning from RB and RC to RMF (Residential Multifamily), a Development Special Use Permit (“DSUP”) with preliminary site plan, bonus height and density for the provision of affordable housing pursuant Section 7-700 of the Zoning Ordinance, a modification of the Landscape Guidelines for street tree spacing, and a Tier III Transportation Management Plan Special Use Permit (“TMP SUP”). In addition, consistent with the SPSHAS, the Applicant will participate in the City led Wilkes Street Park redesign process that will run concurrently with the development applications and will be responsible for construction of the portion of those park improvements adjacent to its Property.

Site Background

The six parcels comprising the site contain a total of 207,158 square feet or 4.75 acres of site area. The Property contains one midrise building (Block 2), and six low rise buildings (Block 1 and Block 4). The seven existing buildings on the site were constructed in 1977 as part of The Dip Urban Renewal project. As part of the 1977 redevelopment, The Dip Project demolished a historic African American neighborhood known as The Bottoms. One of the three proposed redevelopment blocks (Block 2) is located entirely within the boundaries of the Old and Historic Alexandria District and one of the redevelopment blocks (Block 1) is partially within the District. The SPSHAS anticipates redevelopment of the Property, which necessarily requires demolition of the existing buildings to achieve the stated goals and objectives of the Plan. As determined by staff and the Board of Architectural Review (“BAR”) in their September 2, 2020 Demolition Permit approval, the existing buildings do not meet the preservation criteria in the Zoning Ordinance. On October 17, 2020, City Council upheld the decision of the BAR after community members filed an appeal.

South Patrick Street Housing Affordability Strategy and Density Requests

By way of background, the SPSHAS was adopted by City Council on October 13, 2018 following a two-year outreach and engagement process. The SPSHAS recommends redevelopment of the Property as well as six other blocks in the plan area. As outlined in the SPSHAS, the primary goal of the plan is to preserve the existing affordable housing through on-site replacement and increased density incentives. Within the SPSHAS plan area, there are 215 HUD-contracted units that have expired and are now subject to voluntary, annual renewals. Of the 215 HUD-contracted units in the plan area, 140 Housing Assistance Payment (“HAP”) contract units are located within the existing buildings on the Property. The proposed redevelopment plan

preserves all 140 HAP contract units and expands the number of affordable units to approximately 188 units in total. The units will include a mix of studio, one-bedroom, and two-bedroom units. The final unit mix is subject to adjustment based on HUD and Fair Housing requirements.

In order to achieve the housing preservation and redevelopment goals of the SPSHAS, on February 23, 2019, City Council approved a new zoning category known as Residential Multifamily/RMF (“RMF”). Pursuant to the recommendations of the SPSHAS, the Applicant is requesting a rezoning to the RMF Zone. The permitted base density in the RMF Zone is a 0.75 FAR, and, with a Special Use Permit, the RMF Zone permits an increase in density to a 3.0 FAR. As part of this increase in density, the Applicant is required to provide one third of the floor area attributed to the increase in density in the form of affordable units at 40% of the Area Median Income (“AMI”) for 40 years. Pursuant to this calculation, the Applicant will provide approximately 155,369 square feet of affordable housing, to be apportioned to studio, one-bedroom, and two-bedroom units in consultation with HUD and the City of Alexandria. Based on the current average unit size of 830 square feet, this equates to approximately 187 units.

The Applicant also requests bonus height and density for the provision of affordable housing through Section 7-700 of the Zoning Ordinance. The density envisioned in the SPSHAS is only achievable with bonus height. According to Figure 3.12 of the SPSHAS, Blocks 1 and 4 have a height limit of 45-55’ and Block 2 has a height limit of 45-62’. For the portions of Blocks 1 and 4 that have a height maximum of 55’, the Applicant requests up to 25’ of bonus height. For the portion of Block 2 that has a height limit of 62’, the Applicant requests up to 18’ of bonus height. The proposed FAR of 3.01 requires 0.01 FAR of bonus density through Section 7-700, or approximately 1,379 square feet. This equates to one additional unit affordable at 60% AMI.

A summary of the proposed density is in the chart below:

	FAR	Square Footage	Units
SUP RMF	3.00	621,474.00	748
By Right RMF	0.75	155,368.50	187
RMF Bonus (3.0-0.75)	2.25	466,105.50	561
Affordable 1/3 of RMF Bonus	0.75	155,368.50	187
Sec 7-700 Bonus	0.01	1,379.00	2
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Total Proposed	3.01	622,853.00	750
Total Affordable Bonus	0.75	155,828.17	188
Total Market	2.26	467,024.83	562

Transportation Management Plan Special Use Permit

Pursuant to Section 11-700 of the Zoning Ordinance, the proposed redevelopment requires a Tier III TMP. Please refer to the associated TMP SUP application and Traffic Impact Analysis, provided by Wells & Associates, under separate cover.

Site Design and Architecture

The three proposed multifamily residential buildings have been designed in accordance with the recommendations of the SPSHAS, including a transition in height, mass and scale from the higher heights in Blocks 1 and 4 along South Patrick Street and in Block 2 along the Wilkes Street Park down to a more neighborhood scale across from and adjacent to the existing residential development in the surrounding residential neighborhood. The Applicant is proposing high-quality materials and detailing appropriate to the neighborhood context. The site will feature green roofs, improved streetscape, publicly accessible open space along the street and through the Block 1 mews, and private outdoor amenities spaces on terraces and in landscaped courtyards. A total of 750 units are proposed – 287 units in Block 1, 152 units in Block 2 and 311 units in Block 4 with a total of 750 below grade parking spaces. Additional on street public parking spaces will also be added on the west side of S. Alfred Street.

Tenant Relocation Plan

In consultation with the City and HUD, the Applicant will develop and implement a Tenant Relocation Plan to help relocate residents prior to demolition of any of the existing buildings. HAP contract residents would then be moved back into the new buildings, upon completion of construction of each new building and additional new residents would be identified in consultation with the City for the affordable units in the development that are in excess of the 140 HAP contract units. The Applicant has held several meetings with the current residents to keep them apprised of the status of the project, introduce the relocation process and outline the next steps. As the relocation will occur no earlier than August 31, 2021, the Applicant will continue to work with the City of Alexandria Office of Housing and HUD to ensure that all tenants are aware of the relocation plan, have access to the Relocation Coordinator, and are provided adequate notice and assistance throughout the process, based on their individual circumstance. Particular consideration will be given to seniors, residents with disabilities, and/or families with school aged children.

Summary

In summary, the proposed development will achieve the City's goal of retaining deeply subsidized affordable housing units within the City through privately financed redevelopment of the Property as incentivized by the vision set forth in the SPSHAS and the contemplated rezoning to the RMF Zone. The existing buildings have reached the end of their useful life and are in need of redevelopment. In addition, the existing 140 HAP contracts have expired and are now subject to voluntary annual renewals. The proposed redevelopment will not only preserve the 140 HAP units, but will add additional dedicated affordable units at 40% and 60% of AMI, thereby ensuring that Alexandria continues to be able to provide housing for its most vulnerable residents. The replacement of the dated urban renewal buildings with new high quality buildings and the associated improvements to the site and the Wilkes Street Park will be an enhancement to the neighborhood and will contribute to the continued diversity and vibrancy of the Southwest Quadrant of the City.

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

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

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

Day	Hours	Day	Hours
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

B. How will the noise from patrons be controlled?

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

8. Provide information regarding trash and litter generated by the use:
 - A. What type of trash and garbage will be generated by the use?
 - B. How much trash and garbage will be generated by the use?
 - C. How often will trash be collected?
 - D. How will you prevent littering on the property, streets and nearby properties?
9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

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

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

Yes. No.

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

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

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.

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?

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

_____ Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces

_____ Other

750 parking spaces are proposed.

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

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

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

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the Parking Reduction Supplemental Application.

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

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

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

C. Where are off-street loading facilities located?

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

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

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?

October 2, 2020

Heritage at Old Town Propco LLC
601 Lexington Ave, 32nd Floor
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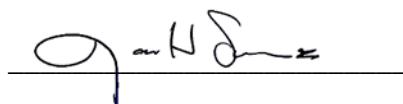
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By: James H. Simmons III

Its: Authorized Signatory

Date: 10/2/2020

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Use additional sheets if necessary

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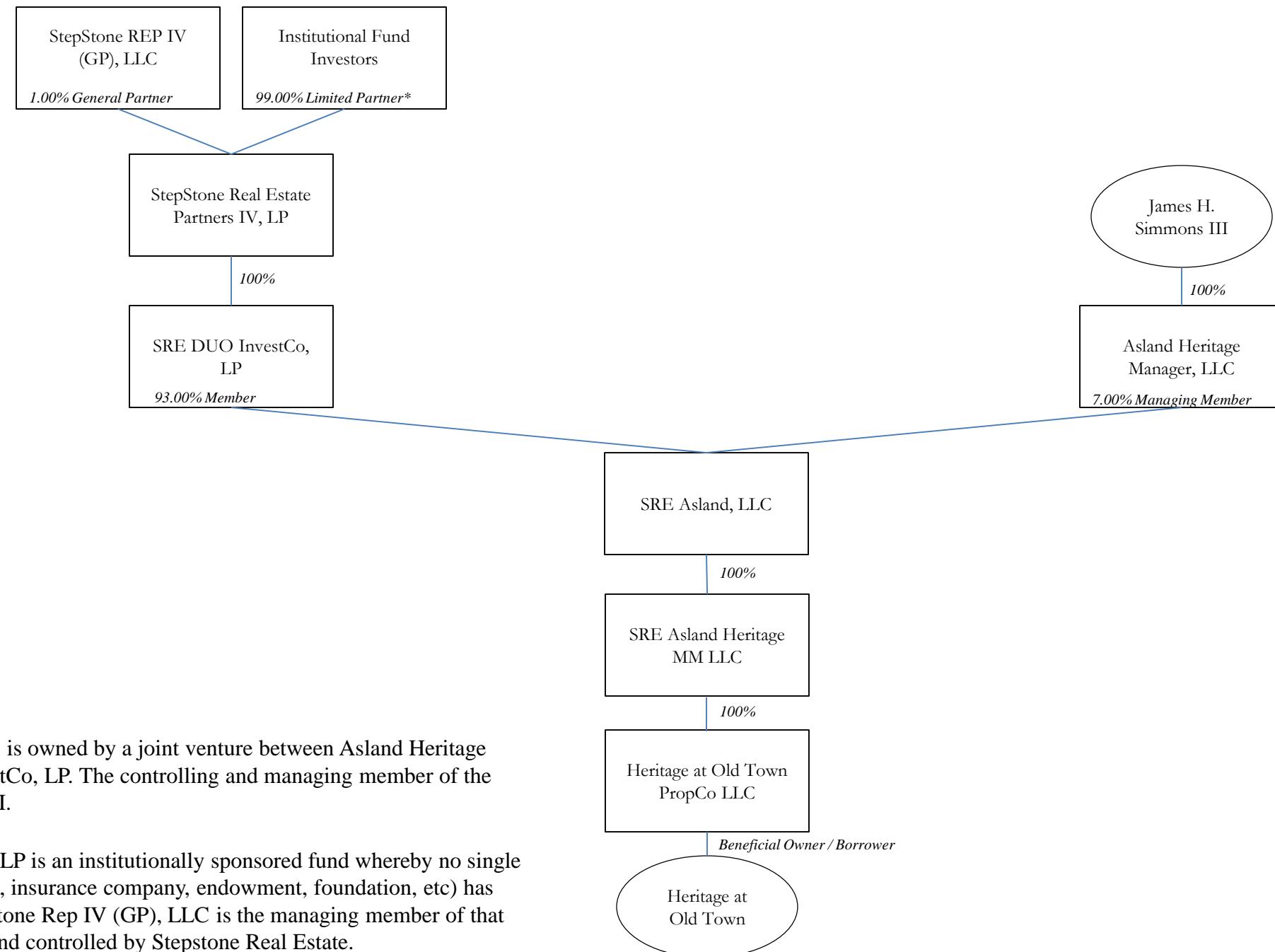
Date

Printed Name



Signature

HERITAGE AT OLD TOWN PROPCO LLC
ORGANIZATION CHART



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MPA # _____

REZ # _____

SUBJECT PROPERTY

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

Address Tax Map - Block - Lot	Land Use Existing - Proposed	Master Plan Designation Existing - Proposed	Zoning Designation Existing - Proposed	Frontage (ft.) Land Area (acres)
1 _____ _____	_____ - _____	_____ - _____	_____ - _____	_____ _____
2 _____ _____	_____ - _____	_____ - _____	_____ - _____	_____ _____
3 _____ _____	_____ - _____	_____ - _____	_____ - _____	_____ _____
4 _____ _____	_____ - _____	_____ - _____	_____ - _____	_____ _____

PROPERTY OWNERSHIP

Individual Owner Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 3% interest in such corporation or partnership.

1. Name: _____ Extent of Interest: _____
Address: _____
2. Name: _____ Extent of Interest: _____
Address: _____
3. Name: _____ Extent of Interest: _____
Address: _____
4. Name: _____ Extent of Interest: _____
Address: _____

Address	Lot	Land Use No Change	Master Plan Designation No Change	Zoning Existing	Zoning Proposed
900 Wolfe Street	074.05-05-01	Residential	SPSHAS	RB	RMF
450 S Patrick Street	074.05-05-02	Residential	SPSHAS	RB	RMF
510 S Patrick Street	074.05-05-04	Residential	SPSHAS	RB	RMF
901 Gibbon Street	074.05-05-05	Residential	SPSHAS	RB	RMF
416 S Alfred Street	074.04-12-16	Residential	SPSHAS	RC	RMF
431 S Columbus Street	074.04-12-15	Residential	SPSHAS	RC	RMF

Total Street Frontage: 2,226.91'

S Patrick: 675.45'

Wolfe: 236.17'

Gibbon: 222.46'

S Alfred (Blocks 1 and 4): 706.32'

S Alfred (Block 2): 243.17'

S Columbus: 142.34'

Deed Information: Instrument #110014333, DB 798 PG 308

MPA # _____
REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:
2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:
3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.
4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

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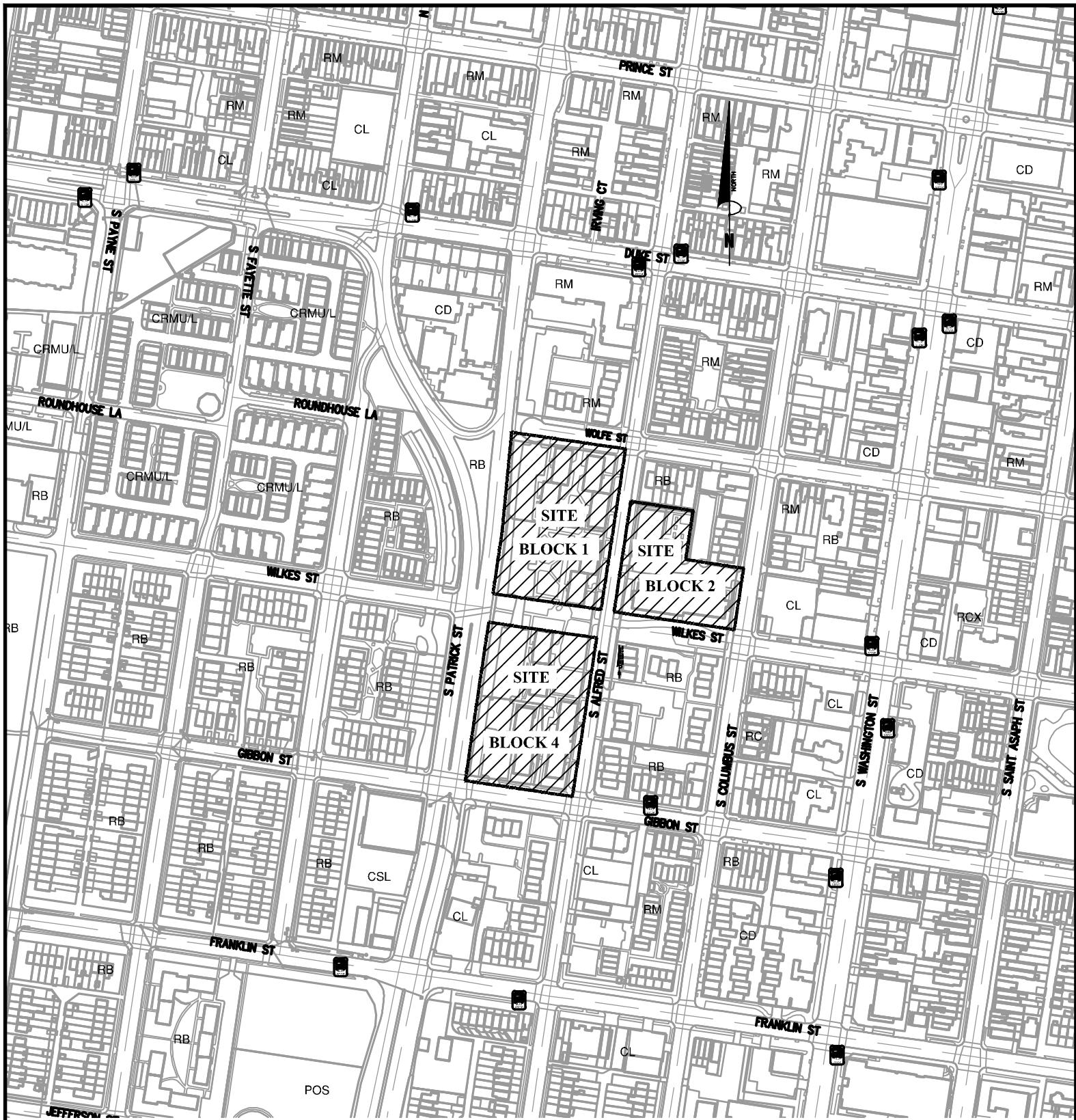
The three proposed multifamily residential buildings have been designed in accordance with the recommendations of the SPSHAS, including a transition in height, mass and scale from the higher heights in Blocks 1 and 4 along South Patrick Street and in Block 2 along the Wilkes Street Park down to a more neighborhood scale across from and adjacent to the existing residential development in the surrounding residential neighborhood. The Applicant is proposing high-quality materials and detailing appropriate to the neighborhood context. The site will feature green roofs, improved streetscape, publicly accessible open space along the street and through the Block 1 mews, and private outdoor amenities spaces on terraces and in landscaped courtyards. A total of 750 units are proposed – 287 units in Block 1, 152 units in Block 2 and 311 units in Block 4 with a total of 750 below grade parking spaces. Additional on street public parking spaces will also be added on the west side of S. Alfred Street.

Tenant Relocation Plan

In consultation with the City and HUD, the Applicant will develop and implement a Tenant Relocation Plan to help relocate residents prior to demolition of any of the existing buildings. HAP contract residents would then be moved back into the new buildings, upon completion of construction of each new building and additional new residents would be identified in consultation with the City for the affordable units in the development that are in excess of the 140 HAP contract units. The Applicant has held several meetings with the current residents to keep them apprised of the status of the project, introduce the relocation process and outline the next steps. As the relocation will occur no earlier than August 31, 2021, the Applicant will continue to work with the City of Alexandria Office of Housing and HUD to ensure that all tenants are aware of the relocation plan, have access to the Relocation Coordinator, and are provided adequate notice and assistance throughout the process, based on their individual circumstance. Particular consideration will be given to seniors, residents with disabilities, and/or families with school aged children.

Summary

In summary, the proposed development will achieve the City's goal of retaining deeply subsidized affordable housing units within the City through privately financed redevelopment of the Property as incentivized by the vision set forth in the SPSHAS and the contemplated rezoning to the RMF Zone. The existing buildings have reached the end of their useful life and are in need of redevelopment. In addition, the existing 140 HAP contracts have expired and are now subject to voluntary annual renewals. The proposed redevelopment will not only preserve the 140 HAP units, but will add additional dedicated affordable units at 40% and 60% of AMI, thereby ensuring that Alexandria continues to be able to provide housing for its most vulnerable residents. The replacement of the dated urban renewal buildings with new high quality buildings and the associated improvements to the site and the Wilkes Street Park will be an enhancement to the neighborhood and will contribute to the continued diversity and vibrancy of the Southwest Quadrant of the City.



DSUP #2020-10032

EXISTING ZONE: RB (BLOCKS 1 & 4) AND RC (BLOCK 2)

PROPOSED ZONE: RMF

300 150 0 300 600

GRAPHIC SCALE
1" = 300'

Bowman
CONSULTING

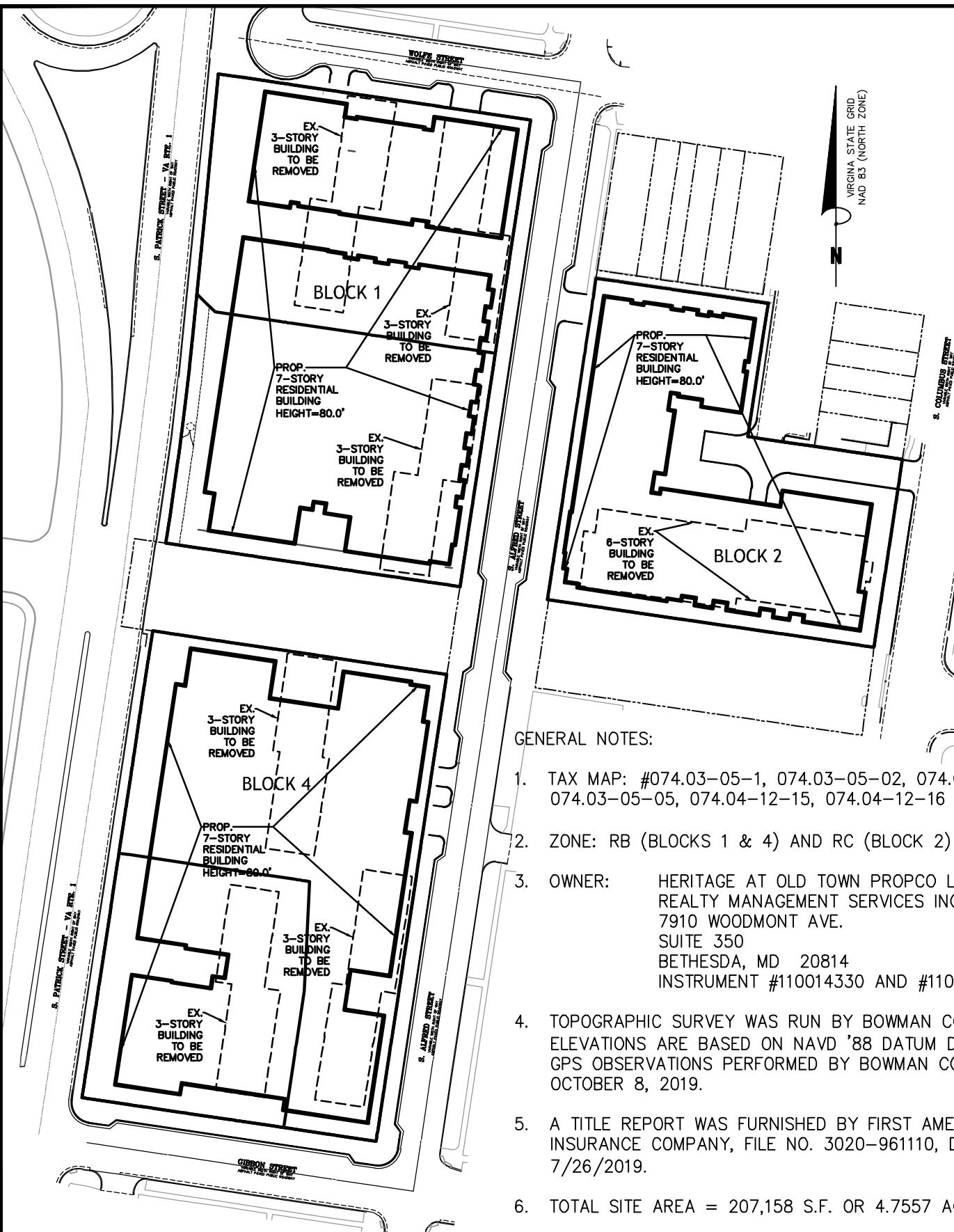
Bowman Consulting Group, Ltd.
14020 Thunderbolt Place
Suite 300
Chantilly, Virginia 20151

Phone: (703) 464-1000
Fax: (703) 461-9720
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.

THE HERITAGE AT OLD TOWN
VICINITY MAP
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=300'
DATE: NOV 2020

SHEET: 1 OF 1



Bowman CONSULTING

Bowman Consulting Group, Ltd.
14020 Thunderbolt Place
Suite 300
Chantilly, Virginia 20151

Phone: (703) 464-1000
Fax: (703) 481-9720
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.

THE HERITAGE AT OLD TOWN
BUILDING & STRUCTURES MAP
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=100'
DATE: NOV 2020

SHEET: 1 OF 1

THIS DEED OF CONSOLIDATION, SUBDIVISION and VACATION, made this 22nd day of November, 1974, by and between ALEXANDRIA REDEVELOPMENT AND HOUSING AUTHORITY, a political subdivision of the Commonwealth of Virginia, party of the first part, and the CITY OF ALEXANDRIA, a municipal corporation of the Commonwealth of Virginia, party of the second part.

WHEREAS, the party of the first part is the sole owner of certain parcels of land located in the City of Alexandria, Virginia, in the city square bounded by Wilkes, South Alfred, Wolfe and South Patrick Streets of the said City, more particularly described as follows:

BEGINNING at the intersection of the northerly right-of-way line of Wolfe St. (66.38' wide) with the westerly right-of-way line of So. Alfred St. (66.12' wide);

Thence running with said line of So. Alfred St. South 09° 30'00" West, 176.58' to a point;

Thence with the northerly line of the land of the Southern Railway Company North 80° 41'00" West, 211.83' and North 44° 32'35" West, 18.99' to a point in the easterly right-of-way line of So. Patrick Street (variable width);

Thence with said line North 06° 24'00" East, 165.60' to the intersection with the aforementioned line of Wolfe Street;

Thence with said line South 80° 41'00" East, 236.17' to the point of beginning;

Containing 40,775 square feet or 0.9361 acres;

as shown on the plat of Edward S. Holland, Certified Land Surveyor, entitled "Plat of Consolidation of the Alexandria Redevelopment and Housing Authority in Project Block 6, Dip Urban Renewal Project", dated April 24, 1974, and bearing approval of the City Planning Commission, Alexandria, Virginia, on the 21st day of November, 1974, attached hereto as Exhibit "A"; and,

WHEREAS, it is the intent of the party of the first part to consolidate the aforescribed property into one parcel designated as Lot 500, Project Block 6, Dip Urban Renewal Project; and,

WHEREAS, it is the intent of the party of the first part to vacate a certain alley within the said square bounded by Wilkes, South Alfred, Wolfe and South Patrick Streets, which said alley enters Wolfe Street; and,

WHEREAS, the City of Alexandria has vacated the said alley by Ordinance No. , effective the day of , 1974; and,

WHEREAS, as a confirmation thereof, the said party of the first part does hereby vacate any and all interest in the said alley located within the aforesaid city square and within the property of the party of the first part, and more particularly described as follows:

BEGINNING at a point in the southerly right-of-way line of Wolfe St. (66.38' wide), said point being North 80° 41' West, 80.00' from the westerly right-of-way line of So. Alfred St. (66.12' wide); thence running with westerly and southerly lines of the land of Alexandria Redevelopment & Housing Authority the following courses and distances:

South 9° 30' West, 140.74 feet;
South 80° 41' East, 5.00 feet; and
South 9° 30' West, 35.84 feet to a point in a northerly line of the land of Southern Railroad Co;

Thence with said line North 80° 41' West, 211.83' to a point in an easterly line of the land of the aforementioned Alexandria Redevelopment & Housing Authority;

Thence with said line and other easterly, southerly, and northerly lines the following courses and distances:

North 09° 30' East, 11.75 feet;
South 80° 41' East, 40.18 feet;
North 09° 30' East, 50.30 feet;
North 80° 41' West, 3.08 feet; and
North 09° 30' East, 114.54' to a point in the aforementioned southerly line of Wolfe Street;

Thence with said line South 80° 41' East, 6.67' to the point of beginning;

Containing 1,624 square feet;

as shown on the aforesaid plat of Edward S. Holland, Certified Land Surveyor, attached hereto as Exhibit "A"; and,

WHEREAS, it is the desire of the City of Alexandria, Virginia, to approve and confirm the vacation of the aforesaid described alley;

NOW, THEREFORE, THIS DEED WITNESSETH:

That the said Alexandria Redevelopment and Housing Authority, party of the first part, being the sole owner of the land hereinabove first described, as shown on the plat attached hereto as Exhibit "A", which plat by this reference is made a part hereof, does hereby consolidate and subdivide the aforesaid property, as shown on the aforesaid attached plat, into one parcel of land to be known and designated as Lot 500, Project Block 6, to be the land and property of the said party of the first part, Alexandria Redevelopment and Housing Authority; and the said party of the first part does hereby vacate and confirm the vacation of any and all alleys previously within the area of the land referred to above.

All of the above being in accordance with the desire and consent of the said party of the first part, the sole owner of all of the said land, and in accordance with the laws of the Commonwealth of Virginia and the ordinances of the City of Alexandria in such cases made and provided; and,

IN TESTIMONY WHEREOF, the Alexandria Redevelopment and Housing Authority has caused these presents to be signed in its corporate name on the 22nd day of November, 1974, by A. Melvin Miller, its Chairman, attested by Harland K. Heumann, its Secretary, and its corporate seal to be hereunto affixed, and does hereby constitute and appoint the said A. Melvin Miller, its Chairman, as its true and lawful attorney-in-fact for it and in its name to acknowledge and deliver these presents as its act and deed.

AND IN FURTHER TESTIMONY WHEREOF, the City of Alexandria, Virginia, the said party of the second part, by becoming a party to this Deed, and by the execution and acknowledgment of the same

on its behalf, does hereby approve and confirm the vacation of all alleys heretofore within the land first hereinabove described and as is shown on said plat.

WITNESS the following signatures and seals:

ALEXANDRIA REDEVELOPMENT AND
HOUSING AUTHORITY,
A Political Subdivision of the
Commonwealth of Virginia

By A. Melvin Miller
Chairman

(Seal)

ATTEST

Harland K. Heumann
Secretary

CITY OF ALEXANDRIA, VIRGINIA

By Keith J. Mul Rooney
City Manager

STATE OF VIRGINIA
CITY OF ALEXANDRIA, To-wit:

I, a Notary Public in and for the State of Virginia and the City of Alexandria, as aforesaid, do certify that A. MELVIN MILLER, Chairman of the Alexandria Redevelopment and Housing Authority, and HARLAND K. HEUMANN, its Secretary, whose names are signed to the writing above bearing date on the 22nd day of NOVEMBER, 1974, have acknowledged the same before me in my City and State aforesaid.

Given under my hand this 22nd day of November, 1974.

My commission expires: April 30, 1977

David F. Stoeckman
Notary Public

STATE OF VIRGINIA
CITY OF ALEXANDRIA, To-wit:

I, a Notary Public in and for the State of Virginia and the City of Alexandria, as aforesaid, do certify that Keith J. Mul Rooney, City Manager of the City of Alexandria, Virginia, whose name is signed to the writing above bearing date on the 22nd day of NOVEMBER, 1974, has acknowledged the same before me in my City and State aforesaid.

Given under my hand this 25th day of November, 1974.

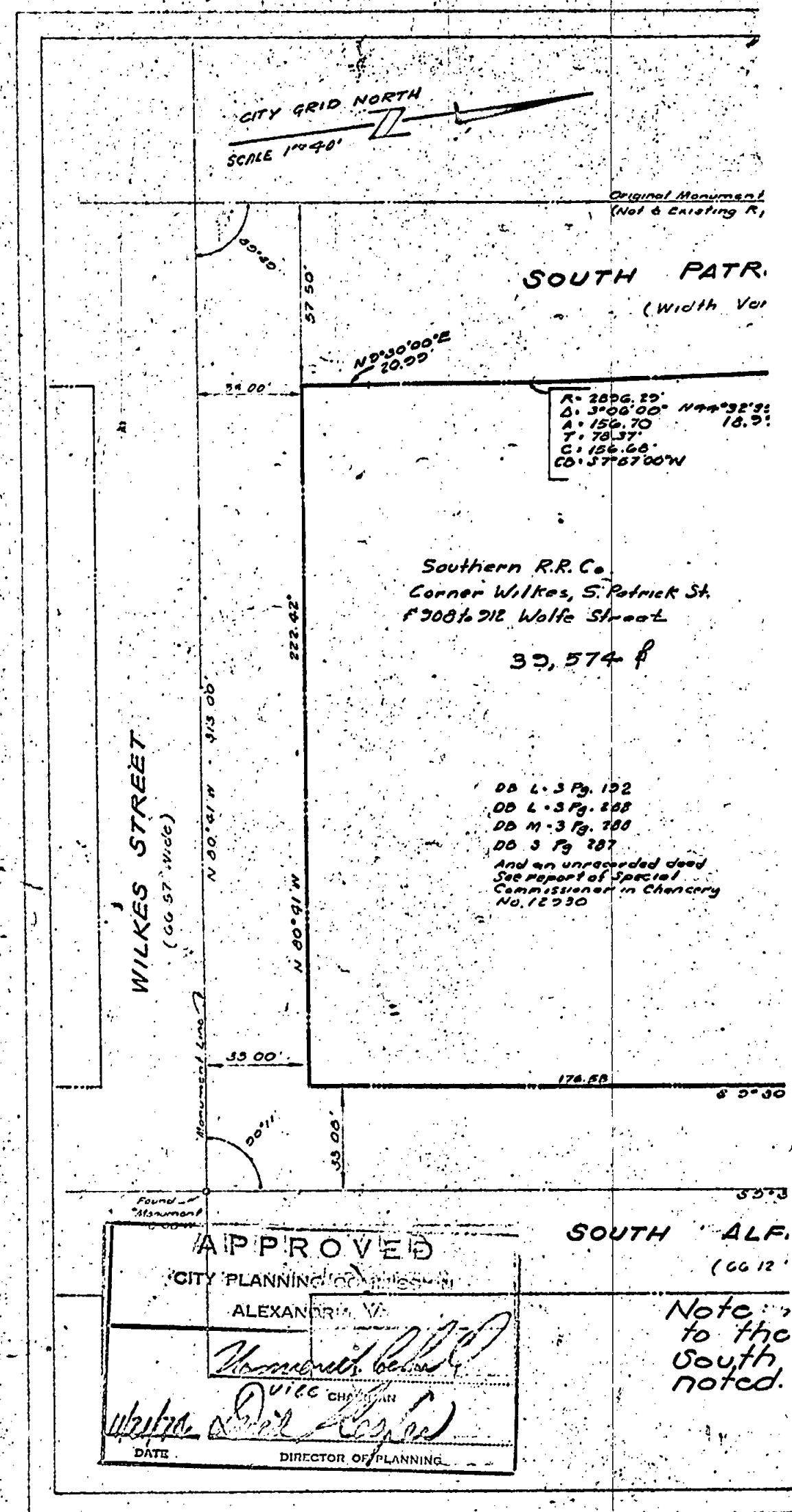
My commission expires:

May 8, 1978

Elizabeth D. Mc Dowell
Notary Public

Virginia
In the Clerk's office of the Circuit
Court-City of Alexandria this deed
was received and the taxes imposed by
Sec. 82-86.1 in the amount of \$
have been paid & with the Annexed
certificate admitted to record on
11-25-74 3:50 P.M.

Alvin W. Griggs



Alexandria City Code, 1963 as
amended, Sec. 34-14(5).

"Approval of a final plat shall be null and void if the plat is not recorded within ninety (90) days after date of approval..."

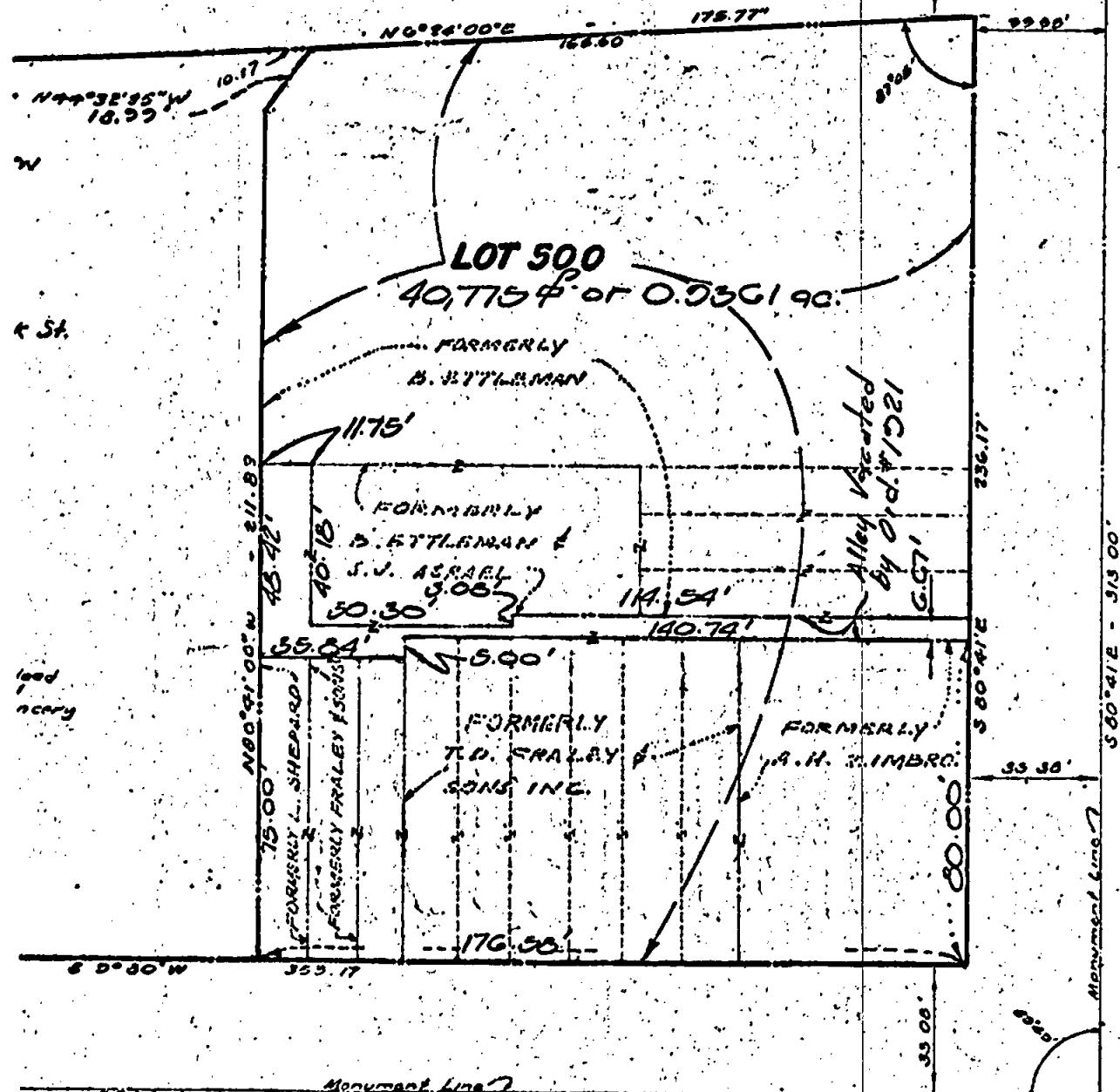
Approval of this plat shall be null
and void after 2-19-75

Monument Line T
Existing R/W)

N 2° 30' E. - 410 55'

PATRICK STREET

width varies)



ALFRED STREET

(CG 12' wide)

Note: All property lines are parallel to the Monument Lines of Wolfe St. & South Alfred St. unless otherwise noted.

PLAT OF CONSOLIDATION
OF THE LAND OF
ALEXANDRIA REDEVELOPMENT
& HOUSING AUTHORITY
IN PROJECT BLOCK NO. 6
CITY OF ALEXANDRIA

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT I HAVE CAREFULLY SURVEYED THE PROPERTY DELINEATED BY THIS PLAT, AND THAT IT IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT IT IS A SUBDIVISION OF THE LAND CONVEYED BY LILA C. SHEPHERD ET UX BY DEED DATED 30 JANUARY 1973 AND RECORDED IN DEED BOOK 752 AT PG. 620 BY HARRY H. JONES JR. ET UX BY DEED DATED 31, OCT. 1972 AND RECORDED IN DEED BOOK 748 AT PAGE 855, BY ARNOLD H. ZIMBRO ET UX BY DEED DATED 6 MARCH 1972 AND RECORDED IN DEED BOOK 738 AT PAGE 90 BY BENJAMIN ETTELMAN ET AL BY DEEDS DATED 1 SEPTEMBER 1972 AND RECORDED IN DEED BOOK 745 AT PAGES 650 AND 652 AND BY T.D. FRALEY & SONS INC. BY DEEDS DATED 10 MARCH 1972 AND RECORDED IN DEED BOOK 738 AT PGS 209 AND 210 AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA AND IS WITHIN THE BOUNDARIES THEREOF; AND THAT STONES MARKED THUS - AND IRON PIPES MARKED THUS - HAVE BEEN PLACED AS INDICATED.

May 24, 1974 *Edward J. Holland*
DATE CERTIFIED LAND SURVEYOR

ESJH

NOTE:

THE PROPERTY
DELINATE BY THIS
PLAT IS SHOWN ON
ASSESSMENT MAP #128

PROJECT BLOCK NO. 6 REF: CITY BLOCK NO. 169	
DIP URBAN RENEWAL PROJECT VA. R-64	
ALEXANDRIA REDEVELOPMENT & HOUSING AUTHORITY ALEXANDRIA, VIRGINIA	
HOLLAND ENGINEERING 110 North Royal Street Alexandria, Va.	Date 5/31/74 Sheet of Scale 1" = 20' Job No Va R-64 ✓

B704



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: _____

TAX MAP REFERENCE: _____ **ZONE:** _____

APPLICANT:

Name: _____

Address: _____

PROPOSED USE: _____

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

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

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

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

REVISED 11/17/20

A handwritten signature in blue ink that appears to read "McGaughan".

Print Name of Applicant or Agent

Signature

Date

Mailing/Street Address

Telephone #

Fax #

City and State

Zip Code

Email address

PROPERTY OWNER'S AUTHORIZATION

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

Name: _____ Phone: _____

Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

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

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

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

Owner

Contract Purchaser

Lessee or

Other: _____ of the subject property.

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

October 2, 2020

Heritage at Old Town Propco LLC
601 Lexington Ave, 32nd Floor
New York, NY 10022

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent/Authorization to File an Application for a Rezoning, a Development Special Use Permit with Preliminary Site Plan, a Transportation Management Plan Special Use Permit and Associated Applications
901 Gibbon, 450 and 510 S Patrick, 900 Wolfe, 431 Columbus, and 416 S Alfred
TM ID #074.03-05-05, -04, 02, -01; 074.04-12-15 and -16, the "Property"

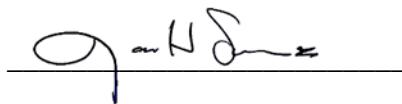
Dear Mr. Moritz:

As owner of the above-referenced Property, Heritage at Old Town Propco LLC hereby consents to the filing of an application for a Rezoning, a Development Special Use Permit with Preliminary Site Plan, a Transportation Management Plan Special Use Permit, and any related requests on the Property.

Heritage at Old Town Propco LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a Rezoning, a Development Special Use Permit with Preliminary Site Plan, a Transportation Management Plan Special Use Permit, and any related requests on the Property.

Very Truly Yours,

Heritage at Old Town Propco LLC



By: James H. Simmons III

Its: Authorized Signatory

Date: 10/2/2020

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.

Name	Address	Percent of Ownership
1. James H. Simmons III	601 Lexington Avenue Floor 32, New York, NY 10022	7%
2. SRE DUO InvestCo, LP	4275 Executive Square Suite 500, La Jolla, CA 92037	93%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 431 S Columbus Street, Alexandria, VA 22314 (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.

Name	Address	Percent of Ownership
1. James H. Simmons III	601 Lexington Avenue Floor 35, New York, NY 10022	7%
2. SRE DUO InvestCo, LP	4275 Executive Square Suite 500, La Jolla, CA 92037	93%
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.)
Heritage at Old Town PropCo, LLC		
1. James H. Simmons III	None	NA
2. SRE DUO InvestCo, LP	None	NA
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.

4 / 20 / 2020

James H. Simmons III

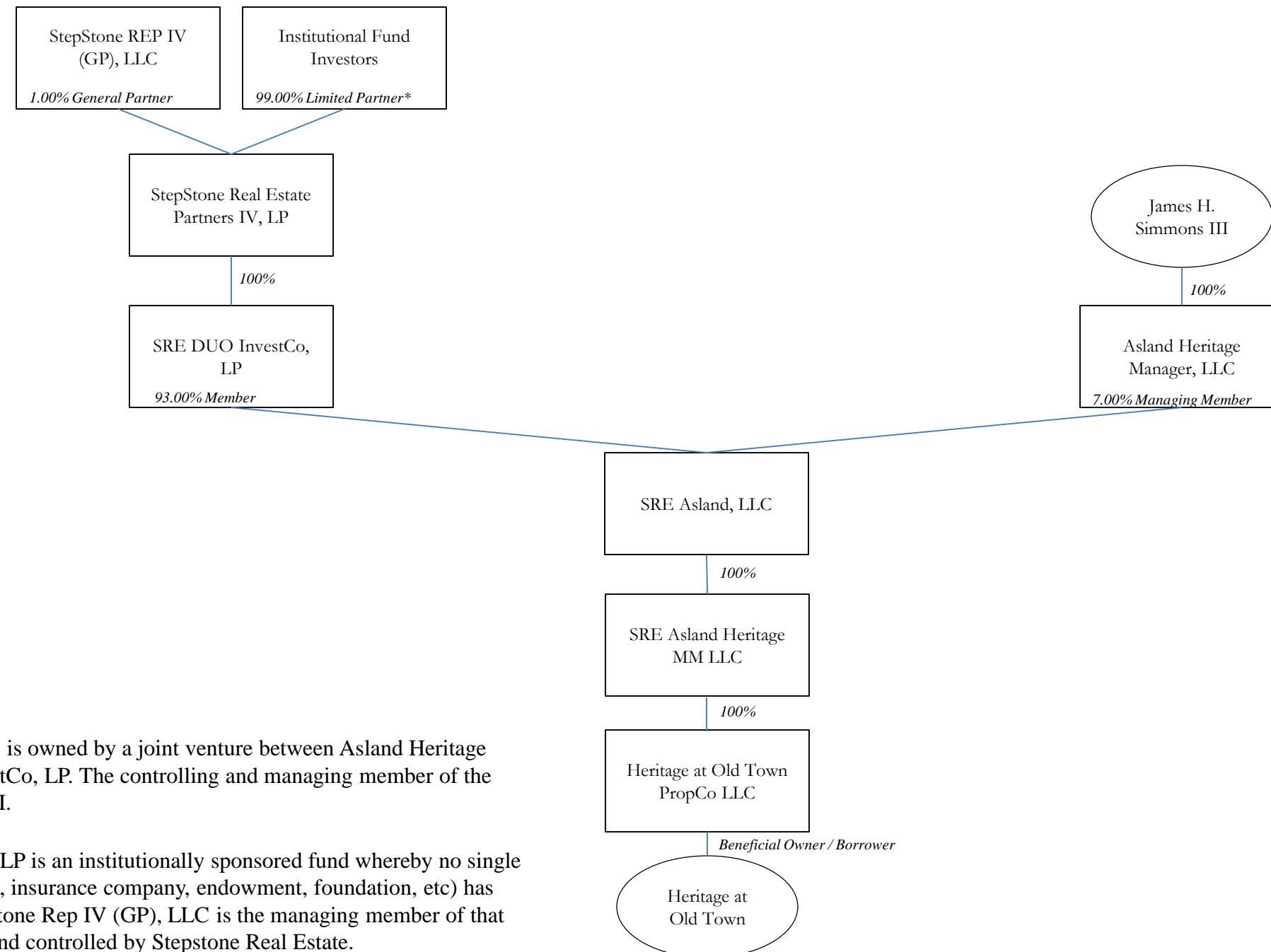
Date

Printed Name



Signature

HERITAGE AT OLD TOWN PROPCO LLC
ORGANIZATION CHART



- Heritage at Old Town PropCo LLC is owned by a joint venture between Asland Heritage Manager, LLC and SRE Duo InvestCo, LP. The controlling and managing member of the partnership is James H Simmons III.
- StepStone Real Estate Partners IV, LP is an institutionally sponsored fund whereby no single institutional investor (pension fund, insurance company, endowment, foundation, etc) has control over the investment. Stepstone Rep IV (GP), LLC is the managing member of that partnership and is and affiliate of and controlled by Stepstone Real Estate.

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.

NA

NARRATIVE DESCRIPTION

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

Narrative Description
Heritage at Old Town
November 17, 2020

The Applicant proposes to redevelop the Property known as 900 Wolfe Street, 450 and 510 South Patrick Street, 901 Gibbon Street, 416 South Alfred Street and 431 South Columbus Street (the “Property”) into three multifamily residential buildings containing both market rate and dedicated affordable housing in conformance with the South Patrick Street Housing Affordability Strategy (“SPSHAS”) adopted by City Council on October 13, 2018. In order to do so, the Applicant requests a rezoning from RB and RC to RMF (Residential Multifamily), a Development Special Use Permit (“DSUP”) with preliminary site plan, bonus height and density for the provision of affordable housing pursuant Section 7-700 of the Zoning Ordinance, a modification of the Landscape Guidelines for street tree spacing, and a Tier III Transportation Management Plan Special Use Permit (“TMP SUP”). In addition, consistent with the SPSHAS, the Applicant will participate in the City led Wilkes Street Park redesign process that will run concurrently with the development applications and will be responsible for construction of the portion of those park improvements adjacent to its Property.

Site Background

The six parcels comprising the site contain a total of 207,158 square feet or 4.75 acres of site area. The Property contains one midrise building (Block 2), and six low rise buildings (Block 1 and Block 4). The seven existing buildings on the site were constructed in 1977 as part of The Dip Urban Renewal project. As part of the 1977 redevelopment, The Dip Project demolished a historic African American neighborhood known as The Bottoms. One of the three proposed redevelopment blocks (Block 2) is located entirely within the boundaries of the Old and Historic Alexandria District and one of the redevelopment blocks (Block 1) is partially within the District. The SPSHAS anticipates redevelopment of the Property, which necessarily requires demolition of the existing buildings to achieve the stated goals and objectives of the Plan. As determined by staff and the Board of Architectural Review (“BAR”) in their September 2, 2020 Demolition Permit approval, the existing buildings do not meet the preservation criteria in the Zoning Ordinance. On October 17, 2020, City Council upheld the decision of the BAR after community members filed an appeal.

South Patrick Street Housing Affordability Strategy and Density Requests

By way of background, the SPSHAS was adopted by City Council on October 13, 2018 following a two-year outreach and engagement process. The SPSHAS recommends redevelopment of the Property as well as six other blocks in the plan area. As outlined in the SPSHAS, the primary goal of the plan is to preserve the existing affordable housing through on-site replacement and increased density incentives. Within the SPSHAS plan area, there are 215 HUD-contracted units that have expired and are now subject to voluntary, annual renewals. Of the 215 HUD-contracted units in the plan area, 140 Housing Assistance Payment (“HAP”) contract units are located within the existing buildings on the Property. The proposed redevelopment plan

preserves all 140 HAP contract units and expands the number of affordable units to approximately 188 units in total. The units will include a mix of studio, one-bedroom, and two-bedroom units. The final unit mix is subject to adjustment based on HUD and Fair Housing requirements.

In order to achieve the housing preservation and redevelopment goals of the SPSHAS, on February 23, 2019, City Council approved a new zoning category known as Residential Multifamily/RMF (“RMF”). Pursuant to the recommendations of the SPSHAS, the Applicant is requesting a rezoning to the RMF Zone. The permitted base density in the RMF Zone is a 0.75 FAR, and, with a Special Use Permit, the RMF Zone permits an increase in density to a 3.0 FAR. As part of this increase in density, the Applicant is required to provide one third of the floor area attributed to the increase in density in the form of affordable units at 40% of the Area Median Income (“AMI”) for 40 years. Pursuant to this calculation, the Applicant will provide approximately 155,369 square feet of affordable housing, to be apportioned to studio, one-bedroom, and two-bedroom units in consultation with HUD and the City of Alexandria. Based on the current average unit size of 830 square feet, this equates to approximately 187 units.

The Applicant also requests bonus height and density for the provision of affordable housing through Section 7-700 of the Zoning Ordinance. The density envisioned in the SPSHAS is only achievable with bonus height. According to Figure 3.12 of the SPSHAS, Blocks 1 and 4 have a height limit of 45-55’ and Block 2 has a height limit of 45-62’. For the portions of Blocks 1 and 4 that have a height maximum of 55’, the Applicant requests up to 25’ of bonus height. For the portion of Block 2 that has a height limit of 62’, the Applicant requests up to 18’ of bonus height. The proposed FAR of 3.01 requires 0.01 FAR of bonus density through Section 7-700, or approximately 1,379 square feet. This equates to one additional unit affordable at 60% AMI.

A summary of the proposed density is in the chart below:

	FAR	Square Footage	Units
SUP RMF	3.00	621,474.00	748
By Right RMF	0.75	155,368.50	187
RMF Bonus (3.0-0.75)	2.25	466,105.50	561
Affordable 1/3 of RMF Bonus	0.75	155,368.50	187
Sec 7-700 Bonus	0.01	1,379.00	2
Affordable 1/3 of 7-700 Bonus	0.003	459.67	1
Total Proposed	3.01	622,853.00	750
Total Affordable Bonus	0.75	155,828.17	188
Total Market	2.26	467,024.83	562

Transportation Management Plan Special Use Permit

Pursuant to Section 11-700 of the Zoning Ordinance, the proposed redevelopment requires a Tier III TMP. Please refer to the associated TMP SUP application and Traffic Impact Analysis, provided by Wells & Associates, under separate cover.

Site Design and Architecture

The three proposed multifamily residential buildings have been designed in accordance with the recommendations of the SPSHAS, including a transition in height, mass and scale from the higher heights in Blocks 1 and 4 along South Patrick Street and in Block 2 along the Wilkes Street Park down to a more neighborhood scale across from and adjacent to the existing residential development in the surrounding residential neighborhood. The Applicant is proposing high-quality materials and detailing appropriate to the neighborhood context. The site will feature green roofs, improved streetscape, publicly accessible open space along the street and through the Block 1 mews, and private outdoor amenities spaces on terraces and in landscaped courtyards. A total of 750 units are proposed – 287 units in Block 1, 152 units in Block 2 and 311 units in Block 4 with a total of 750 below grade parking spaces. Additional on street public parking spaces will also be added on the west side of S. Alfred Street.

Tenant Relocation Plan

In consultation with the City and HUD, the Applicant will develop and implement a Tenant Relocation Plan to help relocate residents prior to demolition of any of the existing buildings. HAP contract residents would then be moved back into the new buildings, upon completion of construction of each new building and additional new residents would be identified in consultation with the City for the affordable units in the development that are in excess of the 140 HAP contract units. The Applicant has held several meetings with the current residents to keep them apprised of the status of the project, introduce the relocation process and outline the next steps. As the relocation will occur no earlier than August 31, 2021, the Applicant will continue to work with the City of Alexandria Office of Housing and HUD to ensure that all tenants are aware of the relocation plan, have access to the Relocation Coordinator, and are provided adequate notice and assistance throughout the process, based on their individual circumstance. Particular consideration will be given to seniors, residents with disabilities, and/or families with school aged children.

Summary

In summary, the proposed development will achieve the City's goal of retaining deeply subsidized affordable housing units within the City through privately financed redevelopment of the Property as incentivized by the vision set forth in the SPSHAS and the contemplated rezoning to the RMF Zone. The existing buildings have reached the end of their useful life and are in need of redevelopment. In addition, the existing 140 HAP contracts have expired and are now subject to voluntary annual renewals. The proposed redevelopment will not only preserve the 140 HAP units, but will add additional dedicated affordable units at 40% and 60% of AMI, thereby ensuring that Alexandria continues to be able to provide housing for its most vulnerable residents. The replacement of the dated urban renewal buildings with new high quality buildings and the associated improvements to the site and the Wilkes Street Park will be an enhancement to the neighborhood and will contribute to the continued diversity and vibrancy of the Southwest Quadrant of the City.

USE CHARACTERISTICS

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

5. Please describe the capacity of the proposed use:

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

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

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

Day: _____ Hours: _____

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

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

B. How will the noise be controlled?

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

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

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

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

C. How often will trash be collected?

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

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

Yes. No.

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

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

Yes. No.

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

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

ALCOHOL SALES

13.

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

Yes No

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

PARKING AND ACCESS REQUIREMENTS

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

_____	Standard spaces	Please see associated site plan for space type breakdown. Total parking required is 677 spaces and total parking provided is 750 spaces.
_____	Compact spaces	
_____	Handicapped accessible spaces.	
_____	Other.	

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A _____
Does the application meet the requirement? [] Yes [] No

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

[] on-site
[] off-site

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

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

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

[] Parking reduction requested; see attached supplemental form

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

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

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____
Does the application meet the requirement? [] Yes [] No

B. Where are off-street loading facilities located? _____

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

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

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

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

Please see associated site plan.

18. What will the total area occupied by the proposed use be? Please see associated site plan.

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one) Please see associated site plan.

a stand alone building

a house located in a residential zone

a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other. Please describe: _____

End of Application

[EXTERNAL]Heritage Community Plans

David Satterfield <davidwsatterfield@gmail.com>

Wed 1/13/2021 10:18 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Alexandria Planning Commission -

I am a homeowner on Wolfe Street between Alfred and Columbus streets. I'm writing to voice my concerns with the current Heritage Community redevelopment plans.

The proposed buildings are too high for the area both for historic preservation and population density. Putting 750 units on the same land where 244 units exist is a massive expansion and the neighborhood cannot support it. The streets are already packed before tripling the number of units.

I strongly encourage the Planning Commission to reconsider this redevelopment by requiring substantial reduction of both the height of the buildings and the number of new units.

Thank you,
David Satterfield

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[EXTERNAL]Strong Objection to Heritage Community Redevelopment

Nicholas Sukitsch <nsukitsch@gmail.com>

Wed 1/13/2021 10:25 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Members of the Planning Commission,

As a homeowner at 819 Wolfe Street, I want to share my very strong objection to the redevelopment plans submitted by Asland Capital Partners for the Heritage Community.

We chose to move to Old Town specifically because of the strong feeling of community in this neighborhood. Replacing these existing buildings with much larger structures with 3x the number of units is completely contrary to the character and community of the neighborhood. Further, this will have significant detrimental impacts on traffic and parking for residents, effectively penalizing us for the greedy actions of Asland Capital Partners.

I respectfully ask that you prioritize the interests of current community members and resist the efforts of this New York-based firm that is clearly interested solely in profit with no regard for the impact on the community they seek to destroy.

Thank you,
Nicholas Sukitsch

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[EXTERNAL]The Heritage Project

m r <mwrs2010@gmail.com>

Wed 1/13/2021 10:31 AM

To: PlanComm <PlanComm@alexandriava.gov>

Hi,

I have been watching the meetings for this project and have a huge concern for the traffic it will create in general and specifically on Gibbon heading west to Patrick and the highway at rush hour. Pre-covid all the streets leading into Gibbon would be backed up all the way east to Royal St. I live in the 700 S block of Fayette St, behind the West Marine store. My only way into my neighborhood is from Patrick or Gibbon and both ways are very congested. Even though we are in a walking community I feel like many residents of the New Heritage will have cars for work so there will be a huge impact on traffic and parking that will effect their neighborhood and mine. I understand the concern to accommodate low income housing but this is way too big of a project for the neighborhood. The significant loss of trees is another concern.

Thank you, Mimi & Joe Foley

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[EXTERNAL]Opposition to former Heritage site development.

Lisa Garavanta <lisa.garavanta@gmail.com>

Sat 1/16/2021 4:24 PM

To: PlanComm <PlanComm@alexandriava.gov>

To the Planning Commission,

We are writing to oppose the proposed development at the former Heritage site in Old Town.

We recognize and support the need for affordable housing. Our objection is to the size, scale and mass of development which is entirely outside the realm of historic preservation.

We have been Old Town residents for seven years and would like to continue to support our community and make our lives here, but this sort of proposal puts all residents at the mercy of developers.

We urge you to reject or significantly downsize this project.

Doug and Lisa Garavanta
214 Wolfe Street
Alexandria

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re: Planning Commission

Leslie Grant-Quinn <lgq3@icloud.com>

Sun 1/17/2021 1:43 PM

To: PlanComm <PlanComm@alexandriava.gov>

Alexandria Planning Commission City Council,

We are writing to you to state our disapproval of the Heritage Community project proposal to replace and build high rises in our community. This extremely large building complex is not what we need, or want in the Historic district of Old Town, Alexandria.

We are homeowners who already deal with difficult parking and traffic congestion on our street due to the Lyles Crouch elementary school and The Little theatre. Adding the increased traffic and cars, not to mention more people living in this condensed area is not welcome.

As homeowners in this area, we are paying so much for water, sewer, and now have been told we will have yet another increased tax for storm water management added to our overall expenses for living here. Every heavy rainstorm causes water runoff to accumulate behind our homes and by your company adding more concrete to this side of Old Town, it will contribute to our flooding issues. Open green space is greatly needed here, less density, if any of these issues are to be dealt with correctly by the city.

You already have many large density projects occurring on the Northside of town. Please reconsider this oversized project for the Southeast quadrant. Respect the beauty and charm of Historic Old Town. It's what keeps the people that choose to call this area home living here.

Sincerely,

Leslie and Tim Quinn

South Saint Asaph St.

[EXTERNAL]Changes to Heritage Community in Old Town -

Jeanne Hauch <jeannehauch@gmail.com>

Mon 1/18/2021 1:49 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Planning Commission, I live on South Alfred Street near the intersection with Duke Street. I have lived in Alexandria for almost 30 years. I am concerned about traffic and congestion problems from the proposed changes to the Heritage Community here in Old town very near my house. I oppose densely packed massive buildings in our historic neighborhood. As a person who is frequently out walking in the area, traffic safety is also a concern as more people will not only heighten congestion but cause more motorists to run red lights and drive carelessly. I encourage you to explore a very significant reduction in the scope of this project. Sincerely, Jeanne Hauch

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MEMORANDUM

TO: City of Alexandria Planning Commission
FROM: Alexandria Housing Affordability Advisory Committee (AHAAC)
RE: Affordable Housing Plan for The Heritage (DSUP 2020-10032)
DATE: February 2, 2021

Dear Planning Commissioners:

At their January 2021 meeting, AHAAC unanimously endorsed the affordable housing plan for The Heritage at Old Town. This development proposal will demolish the existing 140 affordable units and 104 market rate units to create a community of 750 new mixed-income units. Within this unit mix, the 140 HAP project-based voucher units will return, and an additional 53 units serving households at 40% of the area median income (AMI), and 2 units serving households at 60% of AMI will be added. The remaining 555 units will be market rate.

The Heritage proposal fulfills the South Patrick Street Affordable Housing Strategy (SPSAHS) adopted by City Council in 2018. AHAAC members were extensive participants in the SPSAHS initiative, which included a week-long charrette and numerous community meetings over the course of several months. The owner of the Old Heritage apartments also was a frequent participant in the community outreach and discussion process.

A key outcome of the SPSAHS was Council's adoption of the Residential Multifamily Zoning (RMF), which provides sufficient bonus density incentives to developers committed to replacing all affordable units. With this proposal, the developer is creating 55 new affordable units beyond those being replaced. If approved, this project will be the first to use this zoning tool to combat a trend that has seen Alexandria lose approximately 90% of its market-affordable housing stock over the last twenty years.

This strategy is bold in its approach to addressing the substantial loss of affordable housing, and is executed without the need for public subsidy from the City. This is significant during this time of severely constrained revenues.

It is for these reasons that we respectfully urge you to approve The Heritage proposal.

Sincerely,

Michelle Krockier, Chair
Alexandria Housing Affordability Advisory Committee

HERITAGE AT OLD TOWN

OVERALL SITE PLAN



HERITAGE AT OLD TOWN

CONCEPT PARK FRAMEWORK PLAN

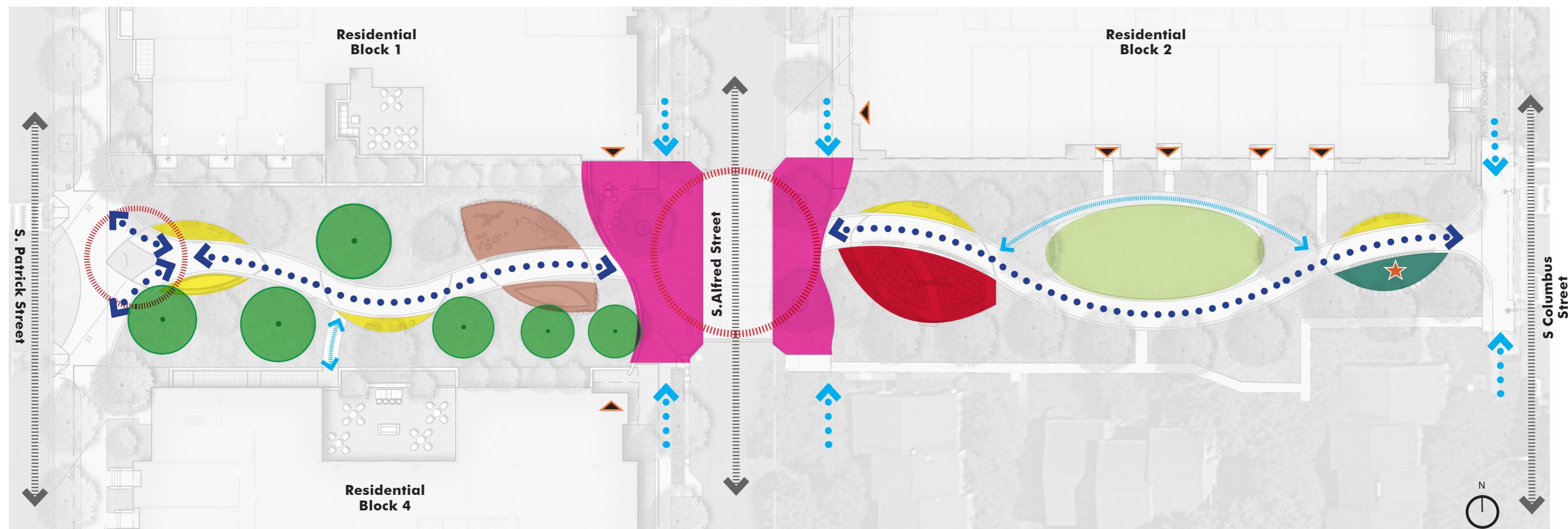


CONCEPT AIMs

- 12' (1'+10'+1') Shared pedestrian & bike route
- Creation of Linked Small to Medium Spaces
- Mix of Active and Passive Program
- Retain Existing Trees

Legend

	Pedestrian Route (Street)		Plaza
	12' Main Park Shared Route (Park)		Education Node / Seating Area
	Secondary Park Route		Nature Interpretation Area (For All Ages)
	Vehicular Route (Roadway)		Play Area (For All Ages)
	Park Gateway Note		Central Lawn Area
	Building Entry / Egress		Memorial Garden
	Relocated Memorial		
	Existing Tree to be Retained		



FRAMEWORK PLAN NTS

*Note; Wilkes Park Public Art component to be designed, located and installed through a separate process.

HERITAGE AT OLD TOWN

CONCEPT PARK PLAN



ILLUSTRATIVE PLAN NTS

Legend

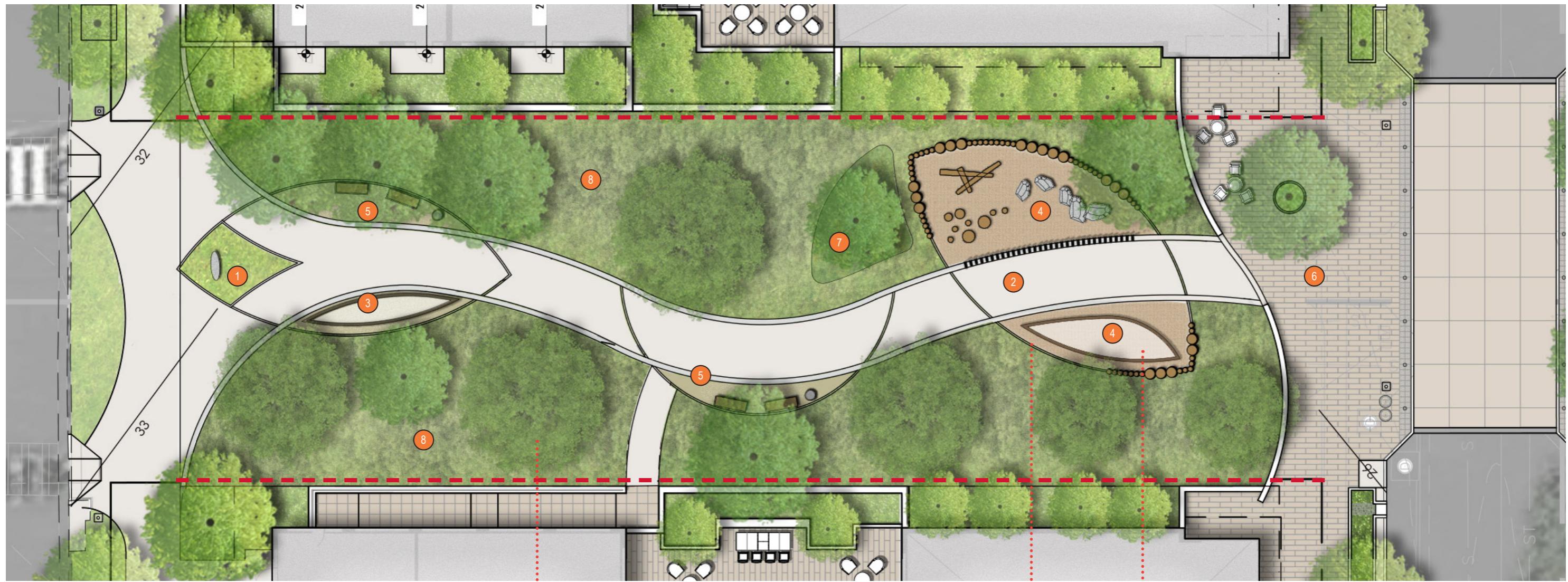
(1) Park Gateway - Entry signage	(7) Building Arrival
(2) 12' (W) Main Park Shared Route (Pedestrian & Bike)	(8) Play Area (All Ages)
(3) Feature Arrival Area - Shade Structure & Seating	(9) Memorial Garden - Includes relocated veteran memorial rock.
(4) Nature Interpretation Area (All Ages)	(10) Multiuse Lawn - includes picnic tables and seating
(5) Resting Points	(11) Buffer Planting
(6) Plaza (Inc. Raised Table)	(12) Stormwater Basin



*Note; Wilkes Park Public Art component to be designed, located and installed through a separate process.

HERITAGE AT OLD TOWN

BLOW-UP PARK PLAN (WESTERN)



ILLUSTRATIVE PLAN NTS



Legend

- 1 Park Gateway - Entry signage
- 2 12' (W) Main Park Shared Route (Pedestrian & Bike)
- 3 Feature Arrival Area - Shade Structure & Seating
- 4 Nature Interpretation Area (All Ages)
- 5 Resting Points
- 6 Plaza (Inc. Raised Table)
- 7 Stormwater Basin
- 8 Woodland Planting Area

	Woodland		Bird Boxes
	Insect Hotel		Education Node
<hr/>			

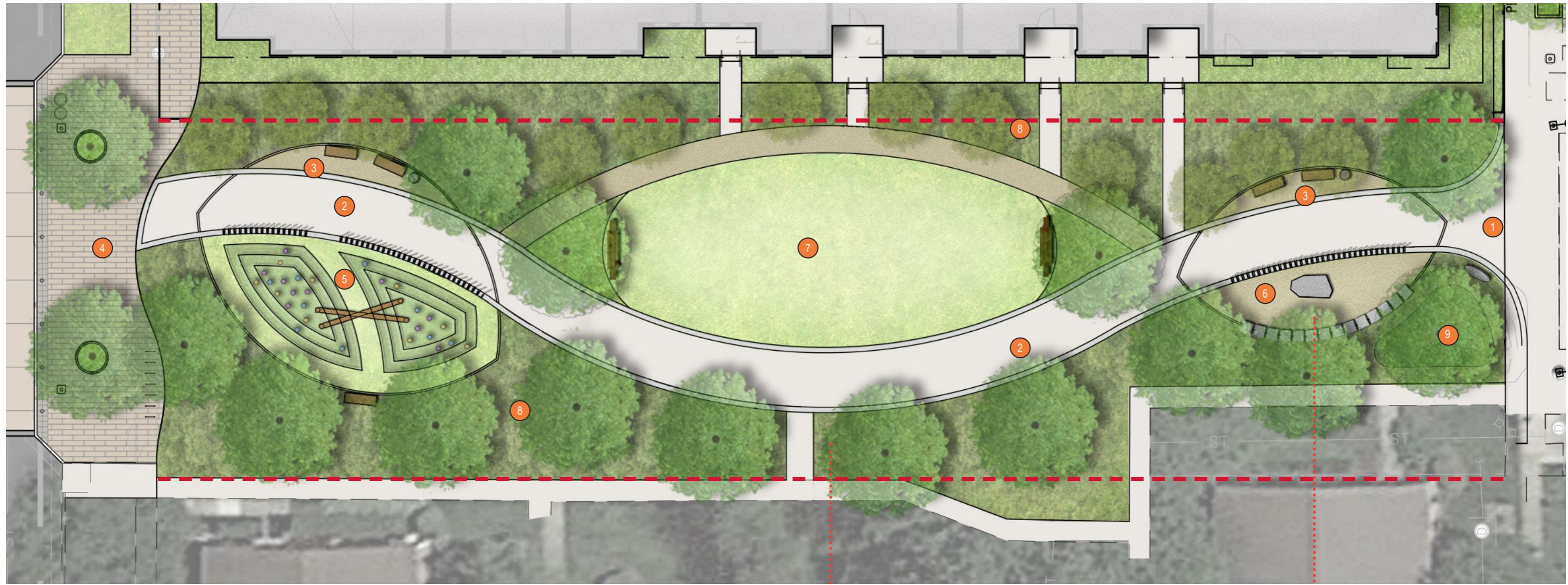
HERITAGE AT OLD TOWN

PROGRAM & ACTIVITIES



HERITAGE AT OLD TOWN

BLOW-UP PARK PLAN (EASTERN)



ILLUSTRATIVE PLAN NTS



Legend

- 1 Park Gateway - Entry signage
- 2 12' (W) Main Park Shared Route (Pedestrian & Bike)
- 3 Resting Points
- 4 Plaza (Inc. Raised Table)
- 5 Play Area (All Ages)
- 6 Memorial Garden - Includes relocated veteran memorial rock.
- 7 Multiuse Lawn - includes feature swings
- 8 Meadow Planting Area
- 9 Stormwater Basin



Meadow



Education Node

— — Property Line

HERITAGE AT OLD TOWN PROGRAM & ACTIVITIES



PRECEDENT IMAGERY



BLOCK 2 - WEST ELEVATION

METAL PANEL - 381 SF
BRICK/ MASONRY - 5,854 SF
CEMENTITIOUS PANEL - 654 SF
FENESTRATION - 4,962 SF

1 BLOCK 2 - WEST ELEVATION - MATERIALS EXHIBIT

A0.10A A2.12E 1' = 20'-0"



2 BLOCK 2 - EAST ELEVATION - MATERIALS EXHIBIT

A0.10A A2.12E 1' = 20'-0"

BLOCK 2 - EAST ELEVATION

METAL PANEL - 0 SF
BRICK/ MASONRY - 3,800 SF
CEMENTITIOUS PANEL - 427 SF
FENESTRATION - 2,353 SF



3 BLOCK 2 - NORTH ELEVATION - MATERIALS EXHIBIT

A0.10A A2.12E 1' = 20'-0"

BLOCK 2 - NORTH ELEVATION

METAL PANEL - 0 SF
BRICK/ MASONRY - 2,392 SF
CEMENTITIOUS PANEL - 781 SF
FENESTRATION - 1,826 SF

BLOCK 2 - TOTALS

METAL PANEL - 593 SF (1.5%)
BRICK/ MASONRY - 20,908 SF (52.3%)
CEMENTITIOUS PANEL - 2,675 SF (6.7%)
FENESTRATION - 15,779 SF (39.5%)

PROFESSIONAL CERTIFICATION: I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND



4 BLOCK 2 - SOUTH ELEVATION - MATERIALS EXHIBIT

A0.10A A2.12E 1' = 20'-0"

BLOCK 2 - SOUTH ELEVATION

METAL PANEL - 212 SF
BRICK/ MASONRY - 8,862 SF
CEMENTITIOUS PANEL - 813 SF
FENESTRATION - 6,638 SF

MATERIALS

- █ METAL PANEL
- █ BRICK/ MASONRY
- █ CEMENTITIOUS PANEL
- █ FENESTRATION

APPROVED

SPECIAL USE PERMIT NO. _____	
DEPARTMENT OF PLANNING & ZONING	
DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES	
SITE PLAN NO. _____	
DIRECTOR	DATE
CHAIRMAN, PLANNING COMMISSION	
DATE RECORDED _____	
INSTRUMENT NO.	DEED BOOK NO.
PAGE NO. _____	

A2.12E

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p. 703.548.5010

ASLAND CAPITAL PARTNERS

1

2

3

4

5

6

7

HERITAGE SITE

Phase

PDSUP SUBMISSION
VERIFICATION

Date

12/18/2020

Scale

As indicated

Drawing

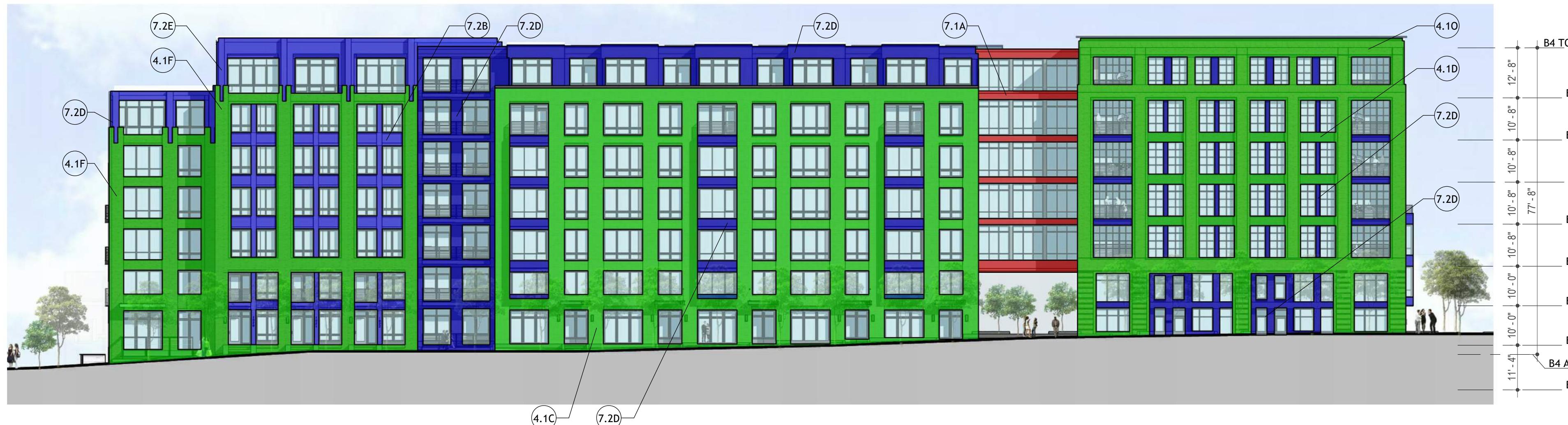
BLOCK 2 - ELEVS
MATERIALS EXHIBIT

No

146

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BLOCK 4 - WEST ELEVATION

METAL PANEL - 315 SF
BRICK/ MASONRY - 9,264 SF
CEMENTITIOUS PANEL - 3,428 SF
FENESTRATION - 11,479 SF

1 BLOCK 4 - WEST ELEVATION - MATERIALS EXHIBIT

A0.10A A4.12E 1" = 20'-0"



2 BLOCK 4 - NORTH ELEVATION - MATERIALS EXHIBIT

A0.10A A4.12E 1" = 20'-0"

BLOCK 4 - NORTH ELEVATION

METAL PANEL - 576 SF
BRICK/ MASONRY - 4,537 SF
CEMENTITIOUS PANEL - 2,446 SF
FENESTRATION - 6,900 SF

3 BLOCK 4 - SOUTH ELEVATION - MATERIALS EXHIBIT

A0.10A A4.12E 1" = 20'-0"

BLOCK 4 - SOUTH ELEVATION

METAL PANEL - 0 SF
BRICK/ MASONRY - 5,804 SF
CEMENTITIOUS PANEL - 1,336 SF
FENESTRATION - 5,018 SF

BLOCK 4 - TOTALS

METAL PANEL - 1,665 SF (2.5%)
BRICK/ MASONRY - 26,314 SF (39.0%)
CEMENTITIOUS PANEL - 9,069 SF (13.5%)
FENESTRATION - 30,344 SF (45.0%)



4 BLOCK 4 - EAST ELEVATION - MATERIALS EXHIBIT

A0.10A A4.12E 1" = 20'-0"

BLOCK 4 - EAST ELEVATION

METAL PANEL - 774 SF
BRICK/ MASONRY - 6,709 SF
CEMENTITIOUS PANEL - 1,859 SF
FENESTRATION - 6,947 SF

MATERIALS

- █ METAL PANEL
- █ BRICK/ MASONRY
- █ CEMENTITIOUS PANEL
- █ FENESTRATION

APPROVED	
SPECIAL USE PERMIT NO. _____	
DEPARTMENT OF PLANNING & ZONING	
DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES	
SITE PLAN NO. _____	
DIRECTOR	DATE
CHAIRMAN, PLANNING COMMISSION	
DATE RECORDED _____	
INSTRUMENT NO. _____	
DEED BOOK NO. _____	
PAGE NO. _____	

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1

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no. date revision

Project Number 219280.00

Project

HERITAGE SITE

Phase

PDSUP SUBMISSION
VERIFICATION

Date 12/18/2020

Scale As indicated

Drawing

BLOCK 4 - ELEVS
MATERIAL EXHIBITS

No A4.12E

[EXTERNAL]Support for Heritage Old Town Redevelopment

Patrick Husted <pat85bmw@gmail.com>

Tue 1/26/2021 4:14 PM

To: PlanComm <PlanComm@alexandriava.gov>

Hi,

I just wanted to voice my support for the proposed redevelopment of the Heritage Old Town site, as it seems that a vocal opposition has developed which I don't believe accurately reflects the opinion of the community. I'm an Old Town resident, and I think that the scale and massing of this proposed development are totally appropriate for a site that is off of Route 1. There is already a six-story building along Wilkes St, between Alfred and Columbus Streets, so this proposed building being seven stories seems like it would not be a problem at all. If there is a problem with details of the appearance of the architecture, that's fair enough. But we need more housing and more affordable housing in Alexandria, especially in Old Town, so I hope this project can continue forward.

Thank you,

Patrick Husted

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[EXTERNAL]Heritage redevelopment project

Christopher Anderson <christopherlanderson@gmail.com>

Tue 1/26/2021 7:58 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Commission members, I write to support the Heritage redevelopment. Alexandria faces a housing crisis and we need this development. Please support this development to help make Alexandria a livable community for more residents.

Thanks, Chris
Old Town North

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Historic Alexandria Resources Commission



Alexandria, Virginia

220 North Washington Street
Alexandria, Virginia 22314-2521
(703) 746-4554



January 27, 2021

Planning Commission
City of Alexandria

Re: DUSP #2020-10032 and Rezoning #2020-00006 – Heritage at Old Town

Dear Chairman Macek and Members of the Commission:

The Historic Alexandria Resources Commission (HARC) is the city commission charged with advising and supporting the City Council, City Manager and city staff as to “the responsible stewardship of this unique, historic city,” including through such means as “preserving the historic cultural diversity of the city,” “developing our city in directions that do not threaten its historic integrity,” “building a sense of community identity and continuity,” and “preserving historic sites and buildings.” Our interest thus extends to protection and preservation of Alexandria’s historic resources throughout the city, including those within the Old and Historic Alexandria District.

HARC is concerned that the height, scale and mass of the new buildings proposed for this site would far exceed that which is characteristic of the Old and Historic Alexandria District; that their architecture is starkly out of character with that of the nearby neighborhood, and of the Historic District generally; that the project would impair the welcoming quality of an important gateway to the City and its Historic District; that it would damage the historic Bottoms neighborhood which surrounds the site; and that it could set a poor precedent for future development in the Historic District and beyond.

We understand that this project is scheduled for a public hearing at your meeting of February 2, 2021. We urge your awareness of and consideration of the following factors as you conduct that review.

Impact on the Old and Historic Alexandria District (OHAD)

The current project contemplates construction of new buildings on three contiguous blocks within the Bottoms neighborhood in the “southwest quadrant” of Old Town. Although the project occupies only a small portion (2 blocks) of the OHAD (see attached map), the bulk of which extends north, east and south from this site, the entire project site is within or immediately adjacent to the OHAD. Whatever new construction takes place here will necessarily have impacts on that surrounding and adjacent historic district.

HARC has great interest in the historic integrity of the Old and Historic Alexandria District, which is perhaps Alexandria’s most widely known historic resource; which is of central importance to our city among such resources; and which is itself, in its entirety, a resource listed on the Virginia Landmarks

Register and the National Register of Historic Places. The proposal contemplates new construction occupying almost the entire compass of these blocks, predominantly six or seven stories in height, in a neighborhood of predominantly two-story and three-story townhouses of modest scale. The proposed architecture may be representative of modern commercial or multifamily residential buildings elsewhere in Northern Virginia in areas of little historical significance or distinction, but it is starkly different from that in the immediate neighborhood, and even, perhaps, from that most characteristic of the Old and Historic District as a whole.

We are concerned that the height, mass, scale and architecture of the proposed project are entirely out of character with the predominant characteristics of the adjacent and broader OHAD, and that it could thus have a substantially negative impact on the historic integrity of that District.

The South Patrick Street Housing Affordability Strategy incorporated into the Southwest Quadrant Small Area Plan recommended that building heights be limited to 45 feet to 55 feet for different portions of the project area. Regarding the current project, staff earlier advised the Board of Architectural Review that an amendment to the Zoning Ordinance Height District Map would be necessary to allow for building heights above 50 feet on those portions of the project area currently located within the Old and Historic Alexandria District. Going beyond those standards to permit heights up to 80 feet for the Heritage buildings would far exceed the height limit that has protected the Historic District since its inception, thus inviting egregious damage to the historic scale and character of the entire District in the future.

Proximity to an Important Gateway to Alexandria

The project site is bounded on the west by South Patrick Street, which is the gateway to Old Town (and to the city generally) from U.S. Route 1 and Interstate 95, the principal highway arteries for north-south traffic on the east coast of the United States, and the first gateway for traffic from the north and east on Interstate 495, the Capital Beltway. The site's gateway location calls for great care and consideration of project impacts in keeping with the Historic District Ordinance's purpose

...to safeguard the city's portion of the George Washington Memorial Parkway and other significant routes of tourist access to the city's historic resources by assuring that development in and along those transportation arteries be in keeping with their historical, cultural and traditional setting. (Sec. 10-101(H). Emphasis added.)

HARC's concern derives from its charge to advise on "building Alexandria's national and international reputation as an attractive city" so as to "attract people...to Alexandria" and thus to "increase the contribution of tourism to city finances." (Sec. 2-4-32 (b) and (c)). **The siting of tall, massive buildings close to the property line along South Patrick Street would dramatically change the view from the Route 1 gateway** – currently lined with many tall, mature trees, and variegated low- to mid-rise buildings compatibly scaled with the historic setting, set far back from the roadway. The stark new design would stand in sharp contrast to the present view-scape and could create the effect of a multi-story "wall" instead of an inviting entry to the City and the adjacent historical neighborhood. The existing buildings and the character of this neighborhood are compatible

with the City's historic, cultural and traditional setting; any new construction should respect those values as well.

Impact on the Historic Bottoms Neighborhood

The Bottoms or the Dip was the first African American neighborhood in Alexandria, begun in the 19th century when several free blacks entered into long-term ground rent agreements on the 300 block of South Alfred Street, which became the nucleus of the neighborhood. The Bottoms is roughly bounded by Washington, Prince, Henry and Franklin Streets (see attached map); the current project site, between Wolfe, Patrick, Wilkes and Columbus Streets, is at the center of that historic neighborhood.

Too many of the original structures in the Bottoms have been lost, but many important historical structures remain. The present brick structure of the Alfred Street Baptist Church at 301 South Alfred Street (in the first block north of the current project site) was probably designed and built by free black craftsmen. Founded in 1803, the church is one of the oldest African American congregations in Alexandria, and is significant for its major religious, educational and cultural role in Alexandria's free black community prior to the Civil War. The Odd Fellows Hall at 411 South Columbus Street (adjacent to and in the same block as the project area) was a major gathering place for African American benevolent organizations following the Civil War, serving an important role in developing community identity, promotion of racial consciousness and leadership skills. Dr. Albert Johnson, a graduate of the first black medical school at Howard University, was the sole African American doctor practicing in Alexandria in 1900. His home (814 Duke Street, in the first block north of the project site) is significant in the historic context of residential development because it illustrates the range of professions and people who lived in the Bottoms. The Roberts Memorial United Methodist Church (606 South Washington Street, at the edge of the Bottoms neighborhood), built in 1834, is the oldest African American church building in Alexandria.

These four sites shown on the attached map – Alfred Street Baptist Church, Odd Fellows Hall, Dr. Albert Johnson House, and Roberts Memorial Church – are all listed both on the Virginia Landmarks Register and the National Register of Historic Places. These structures and a number of Bottoms townhouses still stand, one in the same block and others very nearby the current project site.

Among the Planning Commission's "Considerations on Review" is the question "whether the proposed use will result in the destruction, loss, or damage of any natural, scenic or historic feature of significance." (Section 11-504 (B) (13)) Construction of a new project of the height, mass and scale of that proposed, and of an architecture so starkly different from that of its surroundings, would have a detrimental impact on what remains of the historic Bottoms neighborhood in which it is centered.

Precedent for Future Development in the Bottoms Neighborhood and Beyond

The current project contemplates new construction on three of the nine blocks in the neighborhood (seven blocks to the east and two blocks to the west of South Patrick Street) that have been identified as potential redevelopment sites. Two of those are partially or wholly within the OHAD; a third abuts

those two but is outside the Historic District. The Commission should consider the impacts not just within the boundaries of the present project, but within the context of the surrounding neighborhood, and the impact it might have on the larger Historic District.

Moreover, the 2018 South Patrick Street Housing Affordability Strategy states that any affordable housing initiative must **“ensure future development is not only compatible with the existing neighborhood, but enhances it.”** The proposed densely packed massive buildings are much too large to complement the existing neighborhood. The proposal does not meet this standard of compatibility.

HARC urges your consideration that whatever judgments you reach now about the buildings to be constructed at the present site are very likely to be taken as precedent for what is now or later proposed for the other blocks that have been identified as potential redevelopment sites. If the Planning Commission were now to judge buildings of the height, scale, mass and architectural character of those proposed here as appropriate for the Old and Historic District, it is likely that current and future proposals for buildings on other blocks within or very near the Old and Historic District, the Bottoms neighborhood, and the South Patrick Street gateway to the City, would follow suit. Extension of that precedent to the remaining blocks could amplify any damage to the Bottoms, the OHAD, and the gateway.

* * *

Finally, HARC asks the Planning Commission to value and protect the character of the Old and Historic Alexandria District and the City’s other historic resources within and outside the District, as you address the considerations and factors specified in Section 11-504 of the Zoning Ordinance.

As always, HARC is available to help and support this effort in any way it can.

Sincerely,

Danny Smith and Linda Lovell, Co-Chairs

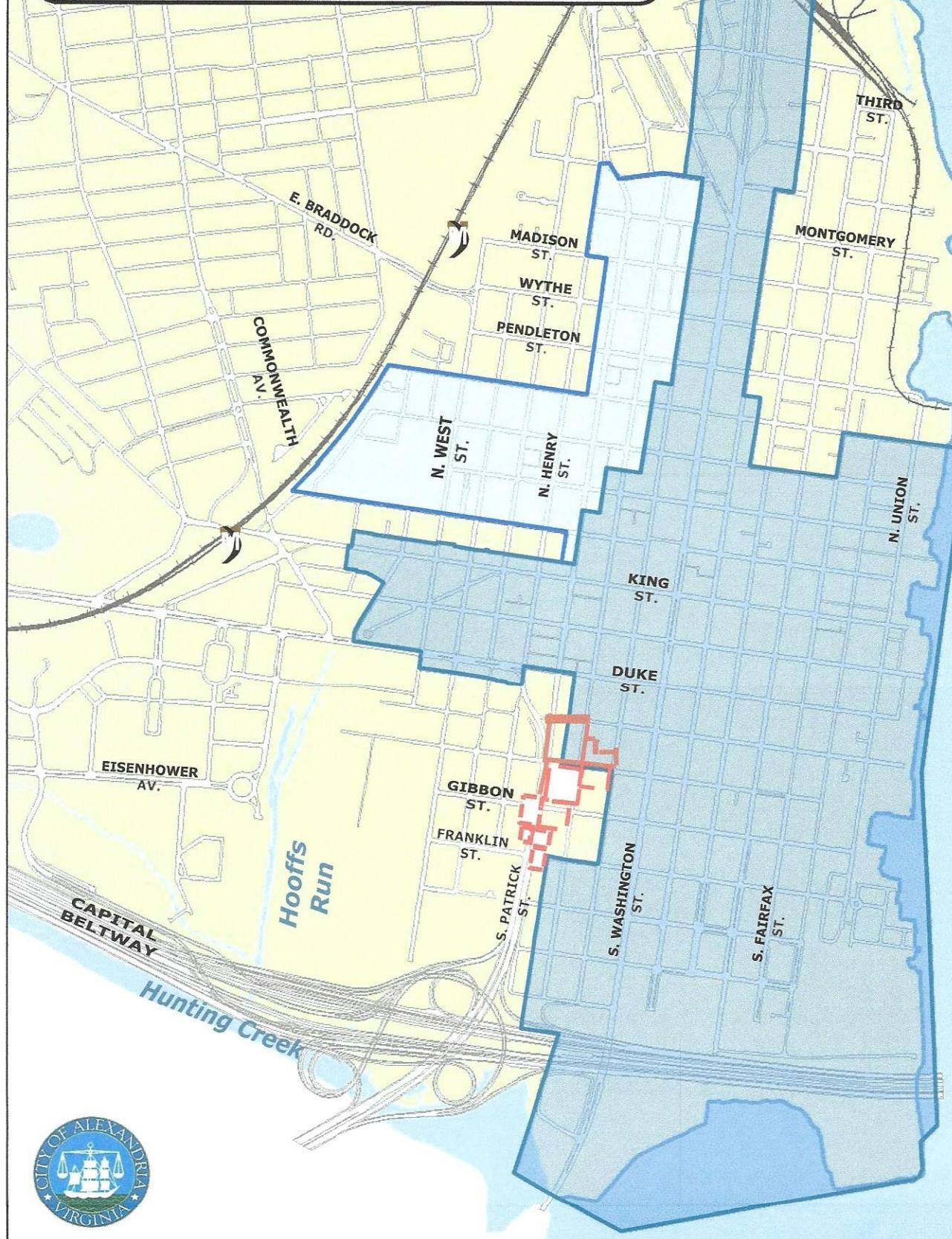
HISTORIC ALEXANDRIA RESOURCES COMMISSION

HISTORIC DISTRICT BOUNDARIES



Old & Historic Alexandria

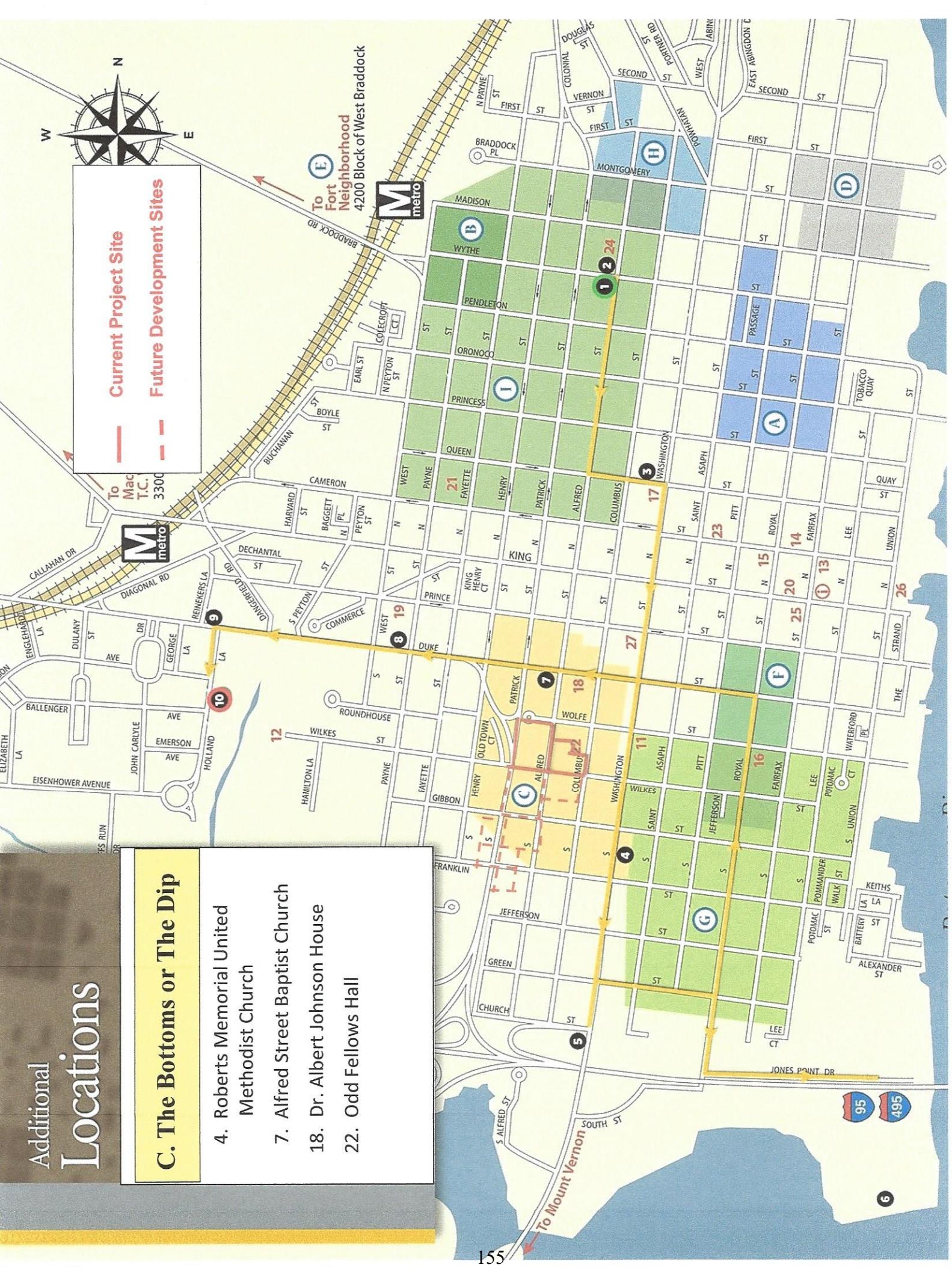
Parker-Gray



Additional Locations

C. The Bottoms or The Dip

- 4. Roberts Memorial United Methodist Church
- 7. Alfred Street Baptist Church
- 18. Dr. Albert Johnson House
- 22. Odd Fellows Hall



re: Planning Commission

Ann Liddle <annliddle123@gmail.com>

Fri 1/29/2021 11:22 AM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Mary Morrow-Bax <mmbfrd@gmail.com>

526 S Pitt St

Alexandria, VA 22314

January 29, 2021

Dear Planning Commission Members,

Last night I attended the Zoom Town Hall meeting with Mayor Wilson about the Heritage redevelopment project. I was very impressed with the speakers and the quality of many of their presentations. They were going to send the mayor their materials and I hope he sends them to you. I urge you to listen/view the Zoom meeting and read the materials before your meeting on Feb 2.

My initial concerns about the development had to do with storm water run-off because my area (Pitt/Gibbon) and my home have had serious floods in 2019 and 2020. But my perspective has broadened after the meeting last night as well as other documentation I've read.

The crux of the matter is that the proposed development is simply too big and dense for that area. It violates the 2018 Patrick Street Housing Affordability Strategy. And I know why – to appease the developer into not only retaining the current 140 affordable units but by allowing increased density and getting an additional 55 affordable units. It is a risk to disallow the additional density because otherwise the developer is under no requirement for any affordable housing. But I think that is a risk worth taking. Remember, he is being made whole by HUD and will still make a profit on a smaller development. Or maybe he would sell the area to a more amenable developer.

You and the Council must deny the developer's request. Push for a smaller more harmonious project – like Sunrise on N Washington St. If you and the Council approve the density, the BAR will only be able to nibble around the edges of the design. But the overall size is set. As you know, the developer has had four concept reviews with the BAR which resulted in very little change to the boxy, non-Old and Historic District buildings. They are merely generic architecture he used in other locations.

Thank you for listening to me. I hope you take my request to heart.

Ann Liddle



218 North Lee Street, Suite 310
Alexandria, Virginia 22314
(703) 549-5811
www.HistoricAlexandriaFoundation.org
HistoricAlexandriaFoundation@gmail.com

January 29, 2021

Planning Commission
City of Alexandria
301 King St., Room 2400
Alexandria, VA 22314

By email

Planning & Zoning Staff, PlanComm@alexandriava.gov
City Clerk, Gloria.Sitton@alexandriava.gov

**Re: February 2, 2020 Hearing, DOCKET ITEM #6, Rezoning #2020-00006,
Development Special Use Permit #2020-10032, Special Use Permit (TMP)
#2020-00084, 450 S. Patrick Street, Heritage at Old Town.**

Dear Chairman Macek and Members of the Commission:

We are writing to you in opposition to the proposed rezoning, Development Special Use Permit and Special Use Permit listed as Item #6 on your agenda for February 2, 2021.

Historic Alexandria Foundation (“HAF”) was formed in 1954 “to preserve, protect and restore structures and sites of historic or architectural interest in and associated with the City of Alexandria, Virginia, to preserve antiquities, and generally to foster and promote interest in Alexandria’s historic heritage.” In furtherance of this mission, we are vitally concerned with the proper administration of the Zoning Ordinance in the Old and Historic District, and the preservation of the historic fabric of our unique and historic City.

HAF is both an owner of real estate in the Old & Historic District of Alexandria (410 South Washington Street), and the holder of preservation easements on numerous properties in close proximity to the development proposed by this application, including 711 Prince Street, 301 S. St. Asaph Street, 811 Prince Street, 601 Duke Street, and 1018-1020 Prince Street). Moreover, our membership includes property owners throughout the City of Alexandria including those in close proximity to the proposed project.

HISTORIC ALEXANDRIA FOUNDATION

Planning Commission
January 29, 2021
City of Alexandria
Page 2

We at HAF find the proposal under review to be an alarming departure from the principles of limited building size and bulk that has successfully guided development in Alexandria since the creation of the first Historic District in Virginia in 1946. The fact that the applicant has been before the Board of Architectural Review ("BAR") and has been unable to secure the approval of its conceptual plans in four attempts is a clear indication of how inappropriate this massive new development at the entrance to the Old and Historic District would be. Similarly, the broad-based opposition of the property owners in the area is indicative of the harm the project will cause to the overall attraction of the Old & Historic District, which is a Landmark of statewide and national importance that is listed on both the Virginia Landmarks Register and the National Register of Historic Places. It is important that you give due consideration to the Landmark status of the District and the effect this project will have upon the District when evaluating the proposal. Va. Code § 10.1-2204(B); Alex. Zon. Ord. § 10-101(A).

We find ourselves in complete agreement with the well-considered comments submitted by Historic Alexandria Resources Commission (HARC), and others. Suffice it to say that the proposed structures and excessive density are completely at odds with the character of the Old and Historic District. The impacts on traffic, light pollution, and the overshadowing of the low-rise surrounding neighborhood will be destructive to property values, tourism and the preservation of the unique historic setting of our City. As such it should not satisfy the requirements of Alex. Zon. Ord. §11-504(A)(2), (B)(1)-(3), (5), (7), (10)-(13). Nor should the property be rezoned to avoid the existing restrictions on the property that were intended to prevent the precise overbuilding being proposed by the applicant.

Thank you for your consideration of our statement.

Respectfully submitted,

Historic Alexandria Foundation

By: /s/ Morgan D. Delaney
President

cc. Karl Moritz, Director, Planning & Zoning
karl.moritz@alexandriava.gov
Robert M. Kerns, AICP, Chief of Development
robert.kerns@alexandriava.gov
Catherine Miliaras, AICP, Principal Planner
catherine.miliaras@alexandriava.gov
Michael Swidrak, AICP, Urban Planner
michael.swidrak@alexandriava.gov
M. Catharine Puskar
cpuskar@thelandlawyers.com

FW: [EXTERNAL]Your Planning and Zoning General Comments, Complaints, and Inquiries request (Case# 21-00001821)

Jackie N Cato <jackie.cato@alexandriava.gov>

Fri 1/29/2021 8:04 AM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>; Anh Vu <Anh.Vu@alexandriava.gov>

Good Morning,

Please see comments below for the Planning Commission regarding the Heritage project

From: noreply@salesforce.com <noreply@salesforce.com> **On Behalf Of** Alex311

Sent: Thursday, January 28, 2021 6:04 PM

To: Tony LaColla <Anthony.LaColla@alexandriava.gov>; Leonard Richards <Leonard.Richards@alexandriava.gov>; Lisa Chase <alicia.chase@alexandriava.gov>; Jackie N Cato <jackie.cato@alexandriava.gov>; Kerry Hall <Kerry.Hall@alexandriava.gov>; Ann Horowitz <ann.horowitz@alexandriava.gov>; Susan H. Hellman <susan.hellman@alexandriava.gov>; Mary Christesen <Mary.Christesen@alexandriava.gov>; CRM Administrator <CRM Administrator@alexandriava.gov>

Subject: [EXTERNAL]Your Planning and Zoning General Comments, Complaints, and Inquiries request (Case# 21-00001821)



Alex311 User:

The following request for service has just been assigned to you:

Request Number: **21-00001821**

Request Type: **Planning and Zoning General Comments, Complaints, and Inquiries**

Location:

Request Submitted: **1/28/2021**

Estimated Resolution **2/4/2021**

Date:

Customer Comments:

Hello,

Please acknowledge my family is totally against the planned construction of three massive, 750-unit high rise buildings to replace the existing Heritage at Old Town properties.

The Planning Commission should be focused on solving the traffic issue of Gibbon St. being the only access to 95/495, not adding hundreds of additional cars to the problem.

The Planning Commission needs to look beyond the current COVID lull and acknowledge that the area traffic was already a disaster during rush hour, even before The Thornton opened.

It will be back to disaster status again soon enough without failed planning adding to the mess.

And why would any commission that had the Alexandria's best interest in mind want to destroy her charm with high-rises and overcrowding? What is the ulterior motive driving this negligence? Obviously not to serve the residents of South Old Town.

Please cancel this terrible idea. We will be voting no for the plan and for any politician supporting it.

Thank you,
John Wernau
S. Patrick St.

Staff Comments:

Please view the complete case history and details in the Alex311 console and take the appropriate actions to complete this request by the estimated resolution date. **Use the Alex311 Console to contact the customer. Do not forward this email to the customer, or to any City staff who are Alex311 users.**

[VIEW THIS REQUEST](#)

Alex311
Connecting Customers to City Services

ref:_00D1UtpPp._5001Uipwg0:ref

[EXTERNAL]Plan to Develop Massive Buildings in Old and Historic Alexandria

EMAIL TEAM <joyceshields@ymail.com>

Fri 1/29/2021 7:50 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Members of the Planning Commission,

I am writing you to express my extreme displeasure with the City's plans to develop **three, massive buildings six and sevens stories tall** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, Asland Capital Partners, and its legal representative, Walsh, Colucci, Lubeley & Waslsh, to construct this highly dense apartment complex in the middle of a neighborhood of two- and three-story townhouses, which will no doubt contribute to the degradation in the quality of life for residents in Southwest Quadrant as well as the rest of the residents of Old Town.

I understand the City's policy goal of increasing the number of affordable housing, and I applaud the City's endeavor to achieve this goal. However, I do not support the City's plans to allow Asland Capital Partners to construct these new buildings which are completely inappropriate with the character of the neighborhood and the rest of Old Town. I choose to live in Old Town so that I do not have to live in or near a high-rise perfectly suitable in Ballston.

The Southwest Quadrant includes a rich history that goes back to the Civil War. It was home to formerly enslaved African-Americans who had homes and businesses in what was known as "The Dips" and "The Bottoms." The Southwest Quadrant also includes historical homes built early in the 19th century, which would literally become overshadowed by these three, football-field sized buildings that reach as high as **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50- to 55-feet. But again, these proposed buildings, if approved by the City Council, would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its taxpaying residents who have very strong concerns with commercial real estate investors over developing our historical city. I'm also very concerned with the City's lack of properly addressing further flooding, traffic, parking, school overcapacity, elimination of trees and green space – all of which need to be *carefully* studied in the context of the Heritage redevelopment plan. In addition, the Heritage redevelopment plan is only three of nine sites the City identified in its South Patrick Street Housing Affordability Strategy, and the City has not provided any plans for the **remaining six development sites!**

I strongly urge the City Council to modify Asland Capital Partners' proposal so it is compatible with the BAR's scale, mass, height and architectural character requirements and as previously stated to *properly* address the attending problems this over-development will bring into our community especially the traffic, parking, flooding, school overcapacity, further reduction of green space and age-old trees.

Thank you for your careful consideration,
Joyce L Shields
621 N St Asaph St
Apt 405
Alexandria, VA 22314

P.S. I ask you to go back to the S. Patrick St. Affordability Feasibility Study, commissioned by the City in 2018, that states that any affordable housing initiative must "ensure future deveopment is not only compatible with the existing neighborhood, but enhances it. This project clearly does not meet that requirement.

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Statement of Albert C. Pierce before the Alexandria Planning Commission February 2, 2021

My name is Al Pierce, and I have lived at 320 S. Alfred St. in Alexandria since December 1986.

Despite some suggestions to the contrary, those of us who oppose the Heritage proposal do *not* oppose it because of the affordable housing component. Virtually all of us moved to this neighborhood knowing full well that some of our neighbors lived in apartments designated as affordable, and that was and is just fine. We love the diversity of our neighborhood.

We oppose the proposed development because it is too large, too massive, and grossly out of scale with the neighborhood.

One appealing aspect of Alexandria is its many distinctive *neighborhoods*, each with its own identity. Think Rosemont, Park Fairfax, Beverly Hills, Del Ray, Clover, and the Old and Historic District. When you walk or drive through any of them, you know where you are. It's the character of each neighborhood that appeals to people who choose to move there.

Ours is a neighborhood of 2-3 story townhouses in a historic area. *That's* why people chose to move here.

The proposed Heritage development looks more like Ballston or Clarendon --- not the Old and Historic District. This development violates statements made on Page 1 of the *South Patrick Street Housing Affordability Strategy (SPSHAS)*: it is "financially sustainable, responsive to the needs of residents, and respectful of the neighborhood" and aims "to ensure future development is not only compatible with the existing neighborhood, but also enhances it."

This development is *not* "compatible with the existing neighborhood," let alone "enhances it." It will permanently destroy the character of this neighborhood!

The New York- and California-based developers do not live in this neighborhood, and likely never will. We do!

What we *do* oppose is the city's embracing of the evil of more *density* to achieve the goal of affordable housing.

Alexandria is already the most densely populated city in Virginia. It's 1.45 times as dense as Falls Church, 2.5 times as dense as Fairfax City, 2.8 times as dense as Richmond, and 3.7 times as dense as Norfolk.

This development exemplifies the problem the *Alexandria Times* noted in its December 17, 2020, editorial that reviewed several recent controversies in Alexandria: "We think a strong case can be made that the core culprit in each instance, the policy thrust that is the primary cause of each problem, is *the over-densification of Alexandria*." [emphasis added.]

There are ways to provide affordable housing other than giving in to out-of-town developers' desire for greater and greater density, which yields greater and greater profit for them.

The City has made a conscious decision not to allocate one dime of City revenue to support this project. The City has decided that the onus of affordable housing in this area must be borne by the nearby residents faced with the increased density bonus allocated to the developer to build apartments that will totally overwhelm all other structures.

Surely City officials, elected and appointed, can imagine better alternatives. In fact, they did!

Page 13 of the *SPSHAS*—now incorporated into the City zoning code-- provides two simple alternatives for achieving the goal of providing affordable housing. Both were rejected because allowing more density for the developer—the very cause of the problems for the neighbors—meant that the city *did not have to contribute any substantial sums at all to this project*.

So, that's it. The City saves money while the neighbors get swamped and the developer rakes in dough!

Much, if not most, affordable housing in the city is built with City subsidies. The very generous ones paid to Chatham Square and Old Town Commons come to mind.

Why can't the City sit down with the residents and work to create a means by which the current residents of the area can be provided affordable housing, but not at the price of building hundreds of market-level apartments in high-rise buildings that will ruin the neighborhood?

Why was the city so willing to subsidize the luxurious townhouse construction at Chatham Square, but not to accommodate the more modest residences in the South West Quadrant?

Mr. Simmons of Asland told the *Washington Business Journal* that “My hope is that between the city, the BAR and us as developers, we can come to an agreement,” Simmons said.

Note the players in this process. It's the city, the BAR (at the time of this article) and “us as developers.”

Who is missing? It's us --- the residents, the neighbors, the taxpayers, the voters.

It is time to put us back into the equation.

The City continues to pat itself on the back at the outreach undertaken to engage the community in the Affordability Study. It is time to look again carefully what the City promised in that plan --- and at what we are now being told to accept for our community.

It is time to reject the gigantic Asland proposal that will do irrevocable harm to the neighborhood and its residents. We can do better all the way around, including the continued provision of affordable housing to those who need it. This Commission can do its part tonight.

-Albert C. Pierce

[EXTERNAL]Oppose Heritage development

Caren Camp <ctcamp@gmail.com>

Mon 2/1/2021 9:39 AM

To: PlanComm <PlanComm@alexandriava.gov>

City of Alexandria,

I oppose the proposed development for the heritage buildings.

I live in Old Town. Over the last few years I've seen major large buildings being approved and built.

This is very upsetting.

I moved here because Old Town is small, historic and intimate. It is NOT Arlington or NYC!

I oppose 755 untints that are 7 stories high in heritage development.

I pay taxes and that's not representative of historic Old Town.

Sincerely,

Caren & John camp

110 Franklin ST

22314

Caren Camp

703-623-5403

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DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

Deborah D. Ellsworth
415 S Pitt St
Alexandria, VA 22314
(703) 684-7035
deborah@leopardtracks.com

February 1, 2021

Nathan Macek, Chair
City of Alexandria Planning Commission

Dear Chair Macek,

I am writing to you to express my concerns about the Heritage redevelopment proposal you will consider at Tuesday's meeting.

I fully support of the use of the new floating zone as presented in the 2018 South Patrick Street Housing Affordability Strategy (SPSHAS). The proposed zoning adjustment from RB to RMF, or from townhouse scale to the denser, 3- to 5-story multifamily building scale, seemed a significant but ultimately an acceptable change to propose within and abutting the Old and Historic District; it felt like an appropriate exchange for replacing the 140 deeply affordable housing units whose contracts have recently expired. This exchange preemptively solved a major problem for Old Town and the City of Alexandria, and at little taxpayer expense, while holding future development at a livable scale within its neighborhood. The proposal was a reach, but stakeholders all seem to have supported it.

The developer of the Heritage property now proposes to use not just the new multifamily zoning adjustment but also the bonus height and density offered through Section 7-700 of the zoning code. The combination of these two zoning tools in one project has resulted in a much more massive set of structures than was proposed or envisioned in the SPSHAS. These two tools used together have resulted in project that is now completely out of scale and character with its surroundings and promises to overwhelm the neighborhood it is meant to "enhance". While I cannot rule out that the City may have envisioned the combined use of these two zoning tools in this location, the SPSHAS certainly did not propose their dual use and in fact made only scant mention of Section 7-700 in its 81 pages. A project of this scale was not contemplated in the main text, figures, tables, or illustrations of the SPSHAS that was the subject of at least two years of collaborative work among the many stakeholders involved and managed to achieve buy-in from most if not all parties.

This now-massive project's 750 proposed units would bring something like 1,000 *additional* residents to this three-block area, along with cars, traffic, parking issues and all the associated burdens to local infrastructure. This huge project would make existing traffic problems worse; would make a difficult parking situation untenable; and, even with proposed mitigation efforts, would end up adding to the crisis-level water management problems our town is currently facing in the heavier downpours we now see. The buildings would loom over their townhouse neighbors, breaking view lines and blocking sunlight. The higher of the buildings would be visible from blocks away.

While the proposal to provide still more affordable housing to this development, on top of the 140 deeply affordable units, is laudable and would go a step further toward meeting City ambitions to

increase affordable housing overall, I believe it comes at too high a price for this location, within and bordering on the Old and Historic District. To succeed city-wide over the long term, the trade of height and density for affordable housing *must* be seen by local communities to be managed wisely and carefully. The City must show that it knows when to use these tools and when not. The use of both added density tools in this circumstance, I would argue, is a big step too far, and would in fact be disingenuous after culmination of the careful SPSHAS process just two years ago.

I believe this is an important moment for Old Town. We are on the cusp of reviewing and approving the first stage of development of the subject area of the SPSHAS, and whatever happens will surely set the tone for further development within the Southwest Quadrant and beyond. Will we hold ourselves and this developer to the standard expressed on page 1 and throughout the SPSHAS?

From the SPSHAS: “Importantly, this Strategy balances the need for redevelopment with responsible design and height recommendations to ensure future redevelopment is not only compatible with the existing neighborhood, but also enhances it.” p 1.

Will we keep this development in scale with the neighborhood in which it will exist, as envisioned in the SPSHAS the City finalized and approved just two years ago?

From the SPSHAS: “Figure 3.1 provides an illustrative vision for the future.” p. 15-16



It is my sincere hope that the Planning Commission will see how out of scale this project is with the plans envisioned in the SPSHAS collaboration and, more importantly, with the neighborhood in which it will reside. Please consider the impact of this development as currently proposed and send it back to the developer for revision.

Thank you for your consideration.

Sincerely,

Deborah D. Ellsworth

Deborah D. Ellsworth
415 S Pitt St
Alexandria, VA 22314
(703) 684-7035
deborah@leopardtracks.com

February 1, 2021

Melissa McMahon, Vice Chair
City of Alexandria Planning Commission

Dear Vice Chair McMahon,

I am writing to you to express my concerns about the Heritage redevelopment proposal you will consider at Tuesday's meeting.

I fully support of the use of the new floating zone as presented in the 2018 South Patrick Street Housing Affordability Strategy (SPSHAS). The proposed zoning adjustment from RB to RMF, or from townhouse scale to the denser, 3- to 5-story multifamily building scale, seemed a significant but ultimately an acceptable change to propose within and abutting the Old and Historic District; it felt like an appropriate exchange for replacing the 140 deeply affordable housing units whose contracts have recently expired. This exchange preemptively solved a major problem for Old Town and the City of Alexandria, and at little taxpayer expense, while holding future development at a livable scale within its neighborhood. The proposal was a reach, but stakeholders all seem to have supported it.

The developer of the Heritage property now proposes to use not just the new multifamily zoning adjustment but also the bonus height and density offered through Section 7-700 of the zoning code. The combination of these two zoning tools in one project has resulted in a much more massive set of structures than was proposed or envisioned in the SPSHAS. These two tools used together have resulted in project that is now completely out of scale and character with its surroundings and promises to overwhelm the neighborhood it is meant to "enhance". While I cannot rule out that the City may have envisioned the combined use of these two zoning tools in this location, the SPSHAS certainly did not propose their dual use and in fact made only scant mention of Section 7-700 in its 81 pages. A project of this scale was not contemplated in the main text, figures, tables, or illustrations of the SPSHAS that was the subject of at least two years of collaborative work among the many stakeholders involved and managed to achieve buy-in from most if not all parties.

This now-massive project's 750 proposed units would bring something like 1,000 *additional* residents to this three-block area, along with cars, traffic, parking issues and all the associated burdens to local infrastructure. This huge project would make existing traffic problems worse; would make a difficult parking situation untenable; and, even with proposed mitigation efforts, would end up adding to the crisis-level water management problems our town is currently facing in the heavier downpours we now see. The buildings would loom over their townhouse neighbors, breaking view lines and blocking sunlight. The higher of the buildings would be visible from blocks away.

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increase affordable housing overall, I believe it comes at too high a price for this location, within and bordering on the Old and Historic District. To succeed city-wide over the long term, the trade of height and density for affordable housing *must* be seen by local communities to be managed wisely and carefully. The City must show that it knows when to use these tools and when not. The use of both added density tools in this circumstance, I would argue, is a big step too far, and would in fact be disingenuous after culmination of the careful SPSHAS process just two years ago.

I believe this is an important moment for Old Town. We are on the cusp of reviewing and approving the first stage of development of the subject area of the SPSHAS, and whatever happens will surely set the tone for further development within the Southwest Quadrant and beyond. Will we hold ourselves and this developer to the standard expressed on page 1 and throughout the SPSHAS?

From the SPSHAS: “Importantly, this Strategy balances the need for redevelopment with responsible design and height recommendations to ensure future redevelopment is not only compatible with the existing neighborhood, but also enhances it.” p 1.

Will we keep this development in scale with the neighborhood in which it will exist, as envisioned in the SPSHAS the City finalized and approved just two years ago?

From the SPSHAS: “Figure 3.1 provides an illustrative vision for the future.” p. 15-16



It is my sincere hope that the Planning Commission will see how out of scale this project is with the plans envisioned in the SPSHAS collaboration and, more importantly, with the neighborhood in which it will reside. Please consider the impact of this development as currently proposed and send it back to the developer for revision.

Thank you for your consideration.

Sincerely,

Deborah D. Ellsworth

Deborah D. Ellsworth
415 S Pitt St
Alexandria, VA 22314
(703) 684-7035
deborah@leopardtracks.com

February 1, 2021

David Brown, Commissioner
City of Alexandria Planning Commission

Dear Commissioner Brown,

I am writing to you to express my concerns about the Heritage redevelopment proposal you will consider at Tuesday's meeting.

I fully support of the use of the new floating zone as presented in the 2018 South Patrick Street Housing Affordability Strategy (SPSHAS). The proposed zoning adjustment from RB to RMF, or from townhouse scale to the denser, 3- to 5-story multifamily building scale, seemed a significant but ultimately an acceptable change to propose within and abutting the Old and Historic District; it felt like an appropriate exchange for replacing the 140 deeply affordable housing units whose contracts have recently expired. This exchange preemptively solved a major problem for Old Town and the City of Alexandria, and at little taxpayer expense, while holding future development at a livable scale within its neighborhood. The proposal was a reach, but stakeholders all seem to have supported it.

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This now-massive project's 750 proposed units would bring something like 1,000 *additional* residents to this three-block area, along with cars, traffic, parking issues and all the associated burdens to local infrastructure. This huge project would make existing traffic problems worse; would make a difficult parking situation untenable; and, even with proposed mitigation efforts, would end up adding to the crisis-level water management problems our town is currently facing in the heavier downpours we now see. The buildings would loom over their townhouse neighbors, breaking view lines and blocking sunlight. The higher of the buildings would be visible from blocks away.

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Thank you for your consideration.

Sincerely,

Deborah D. Ellsworth

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415 S Pitt St
Alexandria, VA 22314
(703) 684-7035
deborah@leopardtracks.com

February 1, 2021

John Goebel, Commissioner
City of Alexandria Planning Commission

Dear Commissioner Goebel,

I am writing to you to express my concerns about the Heritage redevelopment proposal you will consider at Tuesday's meeting.

I fully support of the use of the new floating zone as presented in the 2018 South Patrick Street Housing Affordability Strategy (SPSHAS). The proposed zoning adjustment from RB to RMF, or from townhouse scale to the denser, 3- to 5-story multifamily building scale, seemed a significant but ultimately an acceptable change to propose within and abutting the Old and Historic District; it felt like an appropriate exchange for replacing the 140 deeply affordable housing units whose contracts have recently expired. This exchange preemptively solved a major problem for Old Town and the City of Alexandria, and at little taxpayer expense, while holding future development at a livable scale within its neighborhood. The proposal was a reach, but stakeholders all seem to have supported it.

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(703) 684-7035
deborah@leopardtracks.com

February 1, 2021

Stephen Koenig, Commissioner
City of Alexandria Planning Commission

Dear Commissioner Koenig,

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I fully support of the use of the new floating zone as presented in the 2018 South Patrick Street Housing Affordability Strategy (SPSHAS). The proposed zoning adjustment from RB to RMF, or from townhouse scale to the denser, 3- to 5-story multifamily building scale, seemed a significant but ultimately an acceptable change to propose within and abutting the Old and Historic District; it felt like an appropriate exchange for replacing the 140 deeply affordable housing units whose contracts have recently expired. This exchange preemptively solved a major problem for Old Town and the City of Alexandria, and at little taxpayer expense, while holding future development at a livable scale within its neighborhood. The proposal was a reach, but stakeholders all seem to have supported it.

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February 1, 2021

Melinda Lyle, Commissioner
City of Alexandria Planning Commission

Dear Commissioner Lyle,

I am writing to you to express my concerns about the Heritage redevelopment proposal you will consider at Tuesday's meeting.

I fully support of the use of the new floating zone as presented in the 2018 South Patrick Street Housing Affordability Strategy (SPSHAS). The proposed zoning adjustment from RB to RMF, or from townhouse scale to the denser, 3- to 5-story multifamily building scale, seemed a significant but ultimately an acceptable change to propose within and abutting the Old and Historic District; it felt like an appropriate exchange for replacing the 140 deeply affordable housing units whose contracts have recently expired. This exchange preemptively solved a major problem for Old Town and the City of Alexandria, and at little taxpayer expense, while holding future development at a livable scale within its neighborhood. The proposal was a reach, but stakeholders all seem to have supported it.

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deborah@leopardtracks.com

February 1, 2021

Vivian Ramirez, Commissioner
City of Alexandria Planning Commission

Dear Commissioner Ramirez,

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Thank you for your consideration.

Sincerely,

Deborah D. Ellsworth

[EXTERNAL]Comment submission for Docket Item #6/#2020-00006 for the Tue Feb 2, 2021 Monthly Meeting

Fran Vogel <fran.vogel@verizon.net>

Mon 2/1/2021 11:58 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Planning Commissioner Chair Macek, Vice Chair McMahon and Commissioners:

I am writing to state my concern and opposition to the current redevelopment plan for the Heritage property located in one of Alexandria's historic districts on S. Columbus Street where Asland Capital Partners is seeking approval to replace all existing Heritage buildings (containing 244 units) and construct three, seven story tall buildings with 750 new units.

The entire project will occupy nearly three blocks with half of the new buildings within this particular Alexandria City historic district. It is clear that the proposed construction that would include three buildings at seven (7) stories high and other sections would be six (6) stories high are inconsistent with and out of character for the surrounding neighborhood.

There are many issues posed with the project's plan including:

- Increasing the complex population to close to 1,000 residents within a very compressed area thereby increasing density disproportionately with the current neighborhoods,
- Addressing potential increases in school populations, services and infrastructure needs,
- Eliminating trees and much needed tree canopy creating substantive changes to the environment and wildlife,
- Escalating the already congested and heavy rush hour traffic heading towards the I-95/495 interchange from S. Alfred, S. Columbus, S. Washington, Gibbon, S. Patrick, and Duke Streets, not to mention increasing gridlock on Sundays in the vicinity of Alfred Street Baptist Church, and
- Increasing the risk of danger to pedestrians crossing the streets due to aggressive vehicular traffic patterns.
-

Another aspect that should be considered is that assurances were given to the community at the initial stages of discussion that any new buildings would be three to four stories in height in order to take into account that the building locations are within or adjacent to the historic district. This obviously was a false promise, since the developer clearly knew he would be applying for bonus density in order to retain the existing affordable housing.

Certainly development that provides much needed affordable housing is of paramount importance to all Alexandrians. It is incumbent, however, to ensure it fits into the scale of the neighborhood rather than overwhelm neighborhood schools, street parking, and an already difficult traffic situation.

It is in the interest of all Alexandrians to preserve our history and the historic districts within our city. It is possible to provide affordable housing with a more moderate development plan that scales back to four-five stories in height that better suits the surrounding neighborhood.

I urge the Planning Commission to put a pause on this and find a plan and structure that better fits the neighborhood than what is currently on the table.

Respectfully,

Fran Vogel
41 N. Early Street
Alexandria, VA 22304
703-517-0759

Case Number	Case Owner
21-00001856	Planning & Zoning PZ
Status	Priority
Closed	Standard
Subject	
PZ-Planning and zoning general comments, complaints, and inquiries	
Description	
I am concerned about the Heritage Project proposed redevelopment plan. I have been following the Board of Architectural Review presentations including the one in December 2020. As of this time, I can find no new information or the request for additional modifications to this plan. This plan as it was presented in December is unacceptable to the residents of Old Town. The continued packed density of the development and the closeness to N. Patrick and Wilkes which is bottleneck of traffic is unacceptable. You have received many complaints about this plan, in spite of the lack of updated communications since December. I, too, want to voice my disapproval of the current plan. Although I support the addition of low income housing in this project, I do not think adding density so the developer can make a larger profit is in the best interest of the residents of Alexandria.	

Contact Details

Name	Account Name
Janie Smith	Customer
Social Persona	Social Handle
Email	Phone
jsmith4418@aol.com	+1 (703) 549-6776

February 1, 2021

To whom it may concern on the Planning and Zoning staff and the City Council,

By way of introduction, we are Megan and Michael McConnell. We currently live on the 400 block of South Columbus St, directly across from Block 2 of the South Patrick Housing Affordability Strategic Plan. We moved here in March 2020 shortly before welcoming our first child. We previously lived on Wythe St in the Parker-Grey neighborhood for 7 years, choosing to move from Arlington when we got married because we saw our long-term future in this city.

We appreciate the time that the staff and the Mayor himself have spent so far to engage with residents. Following the meeting with the Mayor on 28 January 2021, we wanted to formalize our concerns.

First, we want to go on the record as strong supporters of affordable housing and believe the neighborhood would be worse off were the Developer to cancel its contracts. The South Patrick Street Housing Affordability Strategy (the Strategy) sought to maintain housing affordability in the plan area through redevelopment. As Alexandria explains on its webpage for the Strategy, it involved many stakeholders to find a compromise solution to preserving affordable housing in the South West Quadrant: "Working with the community and commercial property owners, this planning effort developed strategies and identified public and private resources and tools to preserve housing affordability and diversity, including existing expiring long-term subsidies that provide deep affordability for many of the rental units." We applaud this effort and believe that the City and the Commercial Developers should honor the commitments made just three years ago.

Given that the Strategy already grants additional height and density allowances to incentivize the preservation of the 215 affordable housing units identified in the Strategy, we do not understand why the Developer requires additional height and density SUPs. These SUPs largely negate the Strategy and the balance it sought in 1) helping commercial property owners be profitable while maintaining affordable housing units with 2) supporting the residents of the South West Quadrant's desires to preserve the architectural character and unique neighborhood feel of this historic district of Old Town which is over 270 years old.

Specific concerns

Specifically, our concerns are with the Developer's SUP requests for additional height and density/mass.

Height. We disagree with the Staff's recommendation to approve heights reaching 80 feet for this project in blocks 1, 2, and 4 (See Table 8 in the staff report released for the 2 February 2020 hearing) because it is not compatible with the neighborhood and the intent of the Affordable Housing Strategy. We ask that the City maintain the height limits outlined in the Affordable Housing Strategy.

Table 1 on page 31 of the Strategy (see table exhibit below) has height limit guidelines of 45-55 feet. Again, this Strategy was developed by Alexandria City Staff after lengthy consultation with

commercial property owners and residents. For the residents in this community, it now feels like their input and the plan they agreed to is being ignored and not honored in good faith.

The Developer is seeking relief from these height restrictions per Section 7-700. While Section 7-700 does allow for the applicant to request additional height, the Strategy articulates on page 31 (in note 5 of the table below) that use of 7-700 “will be in compliance with the Strategy’s affordable housing, planning, and land use recommendations and ensuring that the *building scale is compatible with the neighborhood and intent of the strategy*” (emphasis added).

The Developer is not asking for a small exception, but rather it is asking for a **50-75% increase above the height limits** outlined in the Strategy on all three parcels. As a resident, we do not believe such a large deviation is compatible with the neighborhood. Our opinion is not as important, however, as the BAR’s. And, to date, the majority of BAR members in their initial reviews of the proposed designs have clearly indicated that they also do not believe the building scale is compatible with the neighborhood. They do not believe “high rises” belong in this part of Old Town (note: I could not find a transcript but at the last two BAR meetings we attended on the project I believe there were detailed staff notes taken with an extensive list of objections, including on height). Permitting buildings 80 feet tall in Historic Old Town would permanently change the character of this historic neighborhood and would go against previous commitments the City has made to preserving this part of historic Old Town. Citizens and property owners in the Historic District contend regularly with all the restrictions in place on their ability to renovate and change their properties and would ask that commercial owners be held to the same standards.

Table 1: Development Summary Table

BLOCK	SITE		EXISTING CONDITIONS			RECOMMENDED DEVELOPMENT			
	SITE (1)	ADDRESS	PARCEL SIZE (2)	EXISTING ZONE	EXISTING BUILDING HEIGHT LIMIT	EXISTING LAND USE	RECOMMENDED FLOOR AREA RATIO (FAR) (3)(5)	RECOMMENDED BUILDING HEIGHT LIMIT (4)(5)	RECOMMENDED LAND USE
			SF		FT			FT	
1	The Heritage at Old Town	900 Wolfe	80,349	RB	45'	Residential	3.0	45'-55'	Predominantly Residential
2	The Heritage at Old Town	431 S Columbus	48,243	RC	62'	Residential	3.0	45'-55'	Predominantly Residential
3	Olde Towne West III	500 S Alfred	55,084	RB	45'	Residential	3.0	45'-55'	Predominantly Residential
4	The Heritage at Old Town	510 S Patrick	78,566	RB	45'	Residential	3.0	45'-55'	Predominantly Residential
5	Olde Towne West III	601 S Alfred	40,407	RB	45'	Residential	3.0	45'-55'	Predominantly Residential
6	West Marine	601 S Patrick	33,561	CSL	50'	Commercial	2.0	45'-55'	Predominantly Residential
7	Old Town Windows and Doors	631 S Patrick	13,280	CSL	50'	Commercial	2.0	45'	Predominantly Residential
8	Speedway Gas Station	620 S Patrick	16,667	CL	45'	Commercial	2.0	45'	Predominantly Residential
9	Liberty Gas Station	700 S Patrick	20,308	CL	45'	Commercial	2.0	45'	Predominantly Residential

Notes:

- Figure 3.2 depicts sites where potential redevelopment is projected to occur over the next 15 years. The Strategy acknowledges that for various reasons some of these sites may not redevelop; however, in the event that they do, they are expected to comply with the site and design recommendations of the Strategy and applicable zoning requirements. Sites not located in the core area may propose redevelopment but will be subject to the recommendations of the Southwest Quadrant Small Area Plan and all applicable zoning and development approvals.
- The development parcel size is based on the City's Real Estate records, not on survey data. Parcel and building sizes may be adjusted based on future survey information.
- FAR assumes future rezoning that meets the intent of the Strategy. The additional floor area provided by a new zone is available to the affordable housing sites (1, 2, 3, 4, and 5) that provide the recommended committed affordable housing units. The additional floor area provided by a rezoning is available to the commercial sites (5, 6, 7, and 8) that meet the intent of the Strategy. All rezoned properties are also subject to all other recommendations of the Strategy.
- Building height limits are depicted in Figure 3.12, which reflect maximum height for different portions of the blocks. For areas with a 55-foot height limit, an increase of five feet may be permitted for architectural embellishments, if approved as part of the development review process.
- Use of Section 7-700 will be subject to compliance with the Strategy's affordable housing, planning, and land use recommendations and ensuring that the building scale is compatible with the neighborhood and intent of the Strategy. Use of Section 7-700 for bonus density and/or height requires a special use permit approval by City Council.

03 - Planning, Land Use, & Design 31

Density/mass. We disagree with Staff's recommendation to triple the density of the current Heritage community. We ask the City to limit the density to 560 units, which

would preserve the existing 140 affordable units at the Heritage today and apply the 3.0FAR outlined in the Housing Affordable Strategy.

The Developer seeks to concentrate nearly all of the 215 committed affordable housing units that exist today across the Heritage and Old Town West III sites, and which the City seeks to preserve (page 3 of the Strategy), into the three Heritage parcels. The developer is proposing to put 195 of the affordable units into the Heritage redevelopment causing the Heritage development density to more than triple, from 244 total units to 750 total units (table 4 of the Staff report for 2 February 2020 meeting). By adding 55 more affordable units than Heritage has today (from 140 to 195), the developer is seeking to add an additional 135 market rate units. This is a total of 190 more units that were envisioned by the community when they collaborated with the city on the Affordable Housing Strategy and agreed to its “4-5 story building” vision (outlined in Table 1, above).

If the existing 140 units at the Heritage were maintained, however, the density in the Heritage parcels would only double (from 244 total units to 560 total units) based on the 3.0 FAR recommended in the Strategy. This doubling, rather than tripling, of density would permit building within the Strategy’s height and mass guidelines and reduce the projected new burden on parking and traffic, as well as on storm and sewage infrastructure, both of which are already bursting at current density levels. The redevelopment of Old Town West III would still provide for the provision of the remaining 75 units to hit the City’s goal of retaining the 215 it has today. Keeping to 140 affordable units at Heritage should not affect the total affordable units in the South West Quadrant if the City maintains the same standards for the Old Town West III redevelopment. It would also more evenly distribute the units throughout the neighborhood vs. concentrating them in one large development and further segregating the affordable housing population.

Thank you for taking the time to consider our concerns. Again, we are committed to preserving affordable housing and think a compromise can be reached so that it exists in harmony with the character of the neighborhood we have today. We would like to speak on this matter at the hearing and have these concerns be made part of the record.

Sincerely,

Megan and Michael McConnell

[EXTERNAL]Heritage Project Meeting February 2

Patrick Garland <kpgarland60@yahoo.com>

Sat 1/30/2021 3:03 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Commission Members: I have owned homes in Old Town Alexandria since 1983 with one five year break while serving overseas. Since I will not be able to participate virtually in your meeting February 2, I would like to add my voice to many others who object to the size and scale of the buildings the developers plan to construct between S. Columbus St. and Route 1. As has been pointed out and no doubt will be again during your meeting, these building exceed by a good bit what the City Council proposed in its 2018 plan for the area. The visual impact on those entering Old Town from the highway would not be what this historic city should want. The density problems which would result from adding so many more units and people to an already overcrowded area will not be good; be they traffic, parking, architectural appearances, need for open spaces, school enrollment or whatever. You probably already know the issues and will hear them again February 2. I just want you to know that the proposal as being presented leaves many more people with considerable concern for the Old Town they love than will be able to "show up" at your meeting. Thank you, Patrick Garland.

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Members of the Planning Commission

I speak today in my personal capacity in favor of this proposal. I am a homeowner, a landlord, a member of Liveable Alexandria, and active voter in the our city. In addition to my local interest, I hold a PhD in Economics from George Washington University, and my research focus is on housing costs and city / neighborhood characteristics.

In a time of economic distress that is particularly affecting lower-income workers and members of our community, increasing housing supply is a top priority. This proposal provides an additional 57 units of affordable housing while retaining the original 140 project based voucher units, an increase of 41%. The proposal also increases market rate housing in the area by approximately 400 units or 400%, respectively. Further, the proposal was the result of a lengthy community-engagement process that involved extensive outreach and communications to all in the South Patrick Street area.

Opponents of this proposal may focus on the amount of market rate housing added, claiming these additions would either not help, or worsen, the housing affordability issue for low to moderate income members of our community. This is, however, short sighted:

- In a recent research presentation held by the Urban Institute, Freddie Mac, the W.E. Upjohn Institute for Employment Research, and First American Financial Corporation found that “[T]he big picture takeaways from the research considering the effects of filtering and rent control on the housing supply.” He concluded that “the best housing affordability policy is a ‘build more homes, any homes, at any level, policy.¹’”
- Freddie Mac found that “in addition to affordability challenges for individual households, the lack of [housing] supply slows economic growth because people cannot move to the places with the most productivity.¹”
- A recent National Multifamily Housing Council review of best practices to increase affordability to low and moderate income families was ”that a continued stream of new construction, even if it enters in higher price brackets, is important to the success of filtering [a economic process of the housing market] in providing low-income shelter.”

In addition, recent academic research supports the very idea that while not a panacea, adding housing supply of any kind will increase housing affordability more broadly in the local area. Matt Yglesias summarizes recent papers finding the following²:

- Kate Pennington’s recent study of San Francisco is very precise: “I find that rents fall by 2% for parcels within 100m of new construction. Renters’ risk of being displaced to a lower-income neighborhood falls by 17%. Both effects decay ... to zero within 1.5km.”
- Xiaodi Li looked at New York: “For every 10% increase in the housing stock, rents decrease 1% and sales prices also decrease within 500 feet.”

1 <https://www.huduser.gov/PORTAL/pdredge/pdr-edge-featd-article-061520.html>

2 <https://www.slowboring.com/p/induced-demand>

- Brian Asquith, Evan Mast, and Davin Reed look specifically at new market-rate housing in low-income neighborhoods in eleven cities and find: “New buildings decrease nearby rents by 5 to 7 percent relative to locations slightly farther away or developed later, and they increase in-migration from low-income areas.”
- Zuk and Chapple find that “At the regional level, both market-rate and subsidized housing reduce displacement pressures, but subsidized housing has over double the impact of market-rate units.”

There is no magic bullet or one size fits all solution to the affordable housing challenge Alexandria City faces, or any other city. It is only through a combination of multiple avenues which address housing access, wage inequities, employment that can . That said, affordable housing advocates, urban planners, and economic research all agree that increasing housing supply is a crucial piece of this puzzle. I conclude that the proposed project might not achieve perfection along all fronts, and you may consider increasing the affordable housing allotment, but we should not let the perfect be the enemy of the good. Adopting this proposal is an important part of increasing housing affordability for all who live in our wonderful city.

Stephen J. Popick, PhD
 Alexandria city resident and homeowner
stephenpopick@gmail.com
 571 224 5114

[EXTERNAL]Opposition

Jeffery Rohlmann <rohlmann.j@gmail.com>

Mon 2/1/2021 3:41 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are **nearly 80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#)' to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,
Jeff Rohlmann

Sent from my iPhone

[EXTERNAL]Do not approve the Heritage project as it stands

Janine Rubitski <janinerubitski@comcast.net>

Mon 2/1/2021 3:56 PM

To: PlanComm <PlanComm@alexandriava.gov>

To the Alexandria Planning Commission:

I am writing to you to express my extreme displeasure to the City's plans to allow a developer to build **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I believe the City's plans to allow [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings will contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant and take away from the historical draw for visitors to Old Town

I support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, the planned project directly contradicts the [City's 2018 Master Plan amendment](#) which states that the maximum height of buildings is 55 feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#).

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height**.

Despite citizen feedback, I believe the City staff and Council has **failed** to actively listen to the strong concerns we have with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites**.

I strongly urge the City Planning Commission to require [Asland Capital Partners](#)' to reduce the height to 55 feet and scope of the buildings to fit the neighborhood, and also address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,

Janine Rubitski
725 S Columbus St
Alexandria, VA 22314

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[EXTERNAL]Opposition to the City's Plans to develop three, 80 foot Building in SWQ

Garret Reinhart <garret_reinhart@yahoo.com>

Mon 2/1/2021 4:06 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Cc: Garret Reinhart <garret_reinhart@yahoo.com>

Mr. Silva,

I am writing to you to express my extreme displeasure to the City's plans to develop three, 80-foot buildings in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, Asland Capital Partners, and their legal representative, Walsh, Colucci, Lubeley & Walsh, to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant. We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the City's 2018 Master Plan amendment which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District as stated by the City's Board of Architectural Review. I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly 80-feet tall. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be nearly 80-feet in height!

Similar to other areas of our great city, I believe the City Council has failed to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the remaining six development sites!

I strongly urge the City Planning Commission to require Asland Capital Partners' to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,
Garret Reinhart
Alexandria and SWQ owner/resident.

[Sent from Yahoo Mail for iPhone](#)

FW: Old Town's Southwest Quadrant

ajcalanni@verizon.net <ajcalanni@verizon.net>

Mon 2/1/2021 4:10 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

From: ajcalanni@verizon.net <ajcalanni@verizon.net>

Sent: Monday, February 1, 2021 4:01 PM

To: 'Justin.Wlson@alexandriava.gov' <Justin.Wlson@alexandriava.gov>

Cc: 'ajcalanni@verizon.net' <ajcalanni@verizon.net>

Subject: Old Town's Southwest Quadrant

Dear Mr. Mayor,

I write to you as a resident of Old Town Alexandria's Southwest Quadrant for over 35 years. In fact, I live on South Alfred, one of the streets which will be impacted by the proposed new development.

As its history will reflect, this Quadrant experienced a "rebirth" in the early 80's. Since that time, as you will note, properties both new and rehabilitated have followed the City's guidelines in historic, zoning et al, areas. It is a credit to its residents that the properties have been well maintained, reflecting its citizenship in historic Alexandria. When tourists visit this City, the Old Town is the Star. Even so, our property taxes and income from visitors certainly help to defray the entire City's expenses.

And now, we are threatened. Even though part of the area currently being spotlighted for an egregious and obscene redevelopment lies within Old Town's Historic District, the company's proposal is being considered. Why? Historic District means Historic. Who doesn't understand this! And what about us. Are we to see our property and lifestyles denigrated with nary a thought or fluff of consideration!

Should this plan succeed, the Southwest Quadrant is doomed. Mr. Mayor: Do you wish to go down in the history of Old Town Alexandria as the one responsible for the demise of the Southwest Quadrant.

One of the reasons given for this travesty is "affordable housing." Yes, the City must act. But are no other locations in the area which would be far better suited. I am certain there are. Traffic and parking alone, now already a disaster, should dissuade any entity from locating here.

I strongly, strongly oppose the Heritage redevelopment plans.

Angela J. Calanni
Resident, voter, taxpayer

[EXTERNAL]The Heritage

Amy Morton <akrme@hotmail.com>

Mon 2/1/2021 4:22 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>; PlanComm <PlanComm@alexandriava.gov>

Dear City of Alexandria Planning Commission,

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,

Amy Morton

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[EXTERNAL]Please STOP the HERITAGE project. we don't need 750 rental apartments in Alexandria

nancyk764@verizon.net <nancyk764@verizon.net>

Mon 2/1/2021 4:36 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

we are already over built. what are you going to approve next? tearing down current buildings for larger grotesque buildings?

I've lived in Alexandria for 29 years. In that time, every vacant lot has been built on.

I live in North Old Town. There are no longer any vacant lots.

Think of what you are doing to this marvelous, old city.

Please, please please STOP.

Nancy Kincaid
Alexandria House 400 Madison St., Apt. 1408, Alexandria 22314

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[EXTERNAL]The Heritage, Docket item 6

Jonathan Krall <jonathan@jonathankrall.net>

Mon 2/1/2021 4:32 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Planning Commission,

I cannot attend the meeting tonight (I have a conflict), but wish to speak in favor of the Heritage project (Docket item 6)

I, and Grassroots Alexandria, support the density of this project. Additional housing lowers prices and supports high-frequency transit, which is also needed to support the low-income population that we would like to preserve in Alexandria. I strongly encourage you to include as many units at 40% AMI as possible, even if that means additional density

Thank you for your time and attention

Jonathan Krall
E Mason Ave
22301
Grassroots Alexandria

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[EXTERNAL]Letter to the Planning Commission

Chris Morell <morellchris@hotmail.com>

Mon 2/1/2021 9:18 PM

To: Gloria Sitton <Gloria.Sitton@alexandriava.gov>; PlanComm <PlanComm@alexandriava.gov>

Cc: karl.moritz@alexandriava.com <karl.moritz@alexandriava.com>; Robert Kerns <robert.kerns@alexandriava.gov>; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Michael Swidrak <Michael.Swidrak@alexandriava.gov>

1 attachments (22 KB)

My Plan Comm Letter FINAL.docx;

Please pass the attached letter to the Chairman and members of the Planning Council.

To the Chairman and members of the Planning Commission,

We are residents of Alexandria and our home is immediately adjacent to the Heritage project. We are extremely concerned at how much this project conflicts with the South Patrick Street Affordable Housing Strategy. Specifically, the proposed height of the Heritage project structures, as presented in the BAR hearings, will dominate our neighborhood. The height will put our home in shadow for most of the day and place our home and yard under direct oversight from the many units, which in some cases are six feet from our parking lot.

We are also concerned that the project has eliminated the Emergency Vehicle easements which allow EMS, Fire and Police to respond quickly to emergencies in the apartments. These easements were transferred with the deed when the Heritage was sold to the current owner. Without these easements in place, the emergency vehicles will have to stop in the streets and access roads to be able to respond quickly. We can only hope that this plan has been reviewed by EMS, Fire and Police chiefs.

The density of the project at 750 units will be three times the existing density. The additional cars and limited access points from South Alfred Street will severely stress the current traffic in the area. The lack of ground level open space provided by the project will not give the residents or their children outdoor places to gather and play as required by Ordinance 5165.

For these reasons and as discussed in more detail in my attached letter, we request that you reject Asland's proposal.

Respectfully submitted,

Chris and Kay Morell

February 1, 2021

Planning Commission, City of Alexandria
301 King Street, Room 2400
Alexandria, VA 22314

Subject: Hearing on February 2, 2020, Docket Item #6, Rezoning #2020-00006, Development Special Use Permit #2020-10032, Special Use Permit (TMP) #2020-00084, 450 South Patrick Street

Dear Chairman Macek and Commission Members,

We are writing to request the Commission reject the applicant's proposed rezoning, Development Special Use Permit and Special Use Permit in Docket Item #6, to be considered on February 2, 2021. Our home is 421 South Columbus Street, immediately adjacent to the Heritage project. The homes and quality of life in our neighborhood will be destroyed by the project as proposed.

The applicant's design for the redevelopment of the Heritage at Old Town is inconsistent with the requirements and guidance of the 3-year-old South Patrick Street Affordable Housing Strategy, Ordinance #5165. Specifically, the height, mass and scale of the design will dominate the surrounding neighborhood of largely 2-story townhomes. The applicant has brought the design before the Board of Architectural Review four times for conceptual review. On each occasion the Board rejected the design based on its inappropriateness for the neighborhood, its height and how massive the development will appear, particularly as an entrance representing Old Town Alexandria.

Alexandria's Old and Historic District is a Landmark of state and national significance that is listed on both the Virginia Landmarks Register and the National Register of Historic Places. We request that the Commission fully consider the Old and Historic District's Landmark status and the effect this project will have when evaluating the applicant's proposal, as required by Alexandria Zoning Ordinance §10-101(A).

The massive structures and excessive density of this project are totally inappropriate and incompatible with Alexandria's Old and Historic District. Its impacts on traffic, air flow, and its shadowing of the surrounding neighborhood will negatively impact property values and the unique setting of this part of our historic city. We believe this project violates the requirements of Alexandria's Zoning Ordinance §11-504(A)(2), (B)(1)-(3), (5), (7), (10-13) and (15). The applicant's request for rezoning, to circumvent the existing restrictions that were intended to prevent overbuilding, should be denied.

In the statement of purpose, Ordinance #5165, the South Patrick Street Affordable Housing Strategy, makes two commitments;

1. “This Strategy is about people—about the current and future residents of The Heritage at Old Town and Olde Towne West III, their neighbors, and the community they all call home.”
2. “Importantly, this Strategy balances the need for redevelopment with responsible design and height recommendations to ensure future redevelopment is not only compatible with the existing neighborhood, but also enhances it.”

The applicant’s design submission denies the intent and commitment made by these statements. Rather than working within the height and density limits to achieve the Strategy’s objective for Heritage’s 140 affordable units, the applicant has increased the density by more than 300%, from 244 units to 750. Where the height was limited in separate areas to 45’, 50’ or 55’, the applicant’s design will exceed 80’ when the parapet walls and mechanical spaces are included. The design counts fourth floor roof gardens and courtyards as open-space, where the Strategy guidance calls for the creation of “inviting gathering places that are accessible to all.”

Alexandria Zoning Ordinance §11-504(A)(1-3) states that the city council may approve the application if it finds that the use for which the permit is sought: will not adversely affect the health or safety of persons residing or working in the neighborhood; will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and will substantially conform to the master plan of the city. The applicant’s submission fails in each category and we request that it be rejected.

Respectfully submitted,

Christopher and Kay Morell
421 South Columbus Street
Alexandria, VA 22314

cc.

Karl Moritz, Director, Planning & Zoning karl.moritz@alexandriava.gov
Robert M. Kerns, Chief of Development robert.kerns@alexandriava.gov
Catherine Miliaras, Principal Planner catherine.miliaras@alexandriava.gov

[EXTERNAL]Heritage

Chuck Weber <croweber@gmail.com>

Mon 2/1/2021 7:38 PM

To: PlanComm <PlanComm@alexandriava.gov>; Patrick Silva <Patrick.Silva@alexandriava.gov>

Ladies and gentlemen of the Planning Commission,

I am writing to you to indicate my strong opposition to the proposed redevelopment of Heritage and ask that you turn it down in favor of a more modest proposal.

While I am a strong advocate for the HUD supported apartment units, and have lived only a block away from Heritage for 37 years, the proposed project would be a major downgrade to what currently exists. Providing subsidized units has no impact on the owners, as they will still receive market rates on all of the apartments. The developer is only taking advantage of extra density via providing affordable housing — although at no loss of rent income for them.

The proposed project is totally out of step with our treasured Old Town and the rest of Alexandria. It does not belong in Alexandria. Three 8 story buildings are more in keeping with Crystal City or Clarendon. The overall height, mass, and scale proposed are why the BAR has reacted negatively at 3 separate concept reviews. Not a great environment to live in, and what a horrible southern entrance to historic Alexandria.

It is significantly out of compliance with the Small Area Plan and the South Patrick Housing Affordability Strategy. If approved, a precedent will be set to continue ignoring these two documents when redeveloping the other 6 blocks in the study area.

Please take a hard look at what is proposed and send it back and require that it conform to the Plan and Strategy as adopted by the City Council.

Thank you for your serious consideration.

Chuck Weber
407 S Saint Asaph Street

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Statement Regarding Proposed Development on the Site of the Heritage at Old Town Apartments before the Alexandria Planning Commission, DSUP #2020-0032 and Rezoning # 2020-00006, February 2, 2021

Presented on behalf of the Historic Alexandria Resources Commission by Co-Chair Danny Smith

Mister Chairman and Members of the Commission:

My name is Danny Smith. I am Co-Chair of the Historic Alexandria Resources Commission and speaking on behalf of the Commission.

Thank you for the opportunity to offer comments on the proposed development on the site of the Heritage at Old Town Apartments. HARC members have followed with great interest the actions related to that property.

At our January meeting, HARC voted unanimously to forward to you a letter describing some of our concerns about the proposed development. Considerable research was undertaken by HARC members in the months prior to the decision. The final HARC letter was submitted to you last week. Your staff (Patrick Silva) indicated that it would be circulated to Planning Commission members. My comments tonight highlight key points in the letter.

++++++

Much of the site at issue is within the Old and Historic Alexandria District and we contend that the development concept offered exceeds the height, scale, and mass of buildings typical of OHAD. Specifically, the proposal includes structures predominantly 6 or 7 stories in height at the maximum point in an area where existing buildings are typically 2 or 3 stories in height. Overall, the architecture is out of character with the area and little effort has been expended to design

structures that would be harmonious with those surroundings. Among “Considerations on Review” articulated for the Planning Commission is “whether the proposed use will result in the destruction, loss, or damage of any natural, scenic or historic feature of significance” – a consideration that is of paramount importance for this project.

++++++

Route 1 is an important gateway to the Old Town area, and forms one of the boundaries of the proposed development. Protection of such gateways into our historic areas is an explicit purpose articulated in the city’s Historic District Ordinance. We are concerned that the proposal envisions the equivalent of a massive wall along Route 1 – a dramatic change from the current viewscape of mature trees and low-rise to mid-rise buildings that are appropriately scaled to their surroundings.

++++++

Many significant historic elements of Alexandria’s African American history are in the immediate vicinity of or within the proposed development: Alfred Street Baptist Church, the home of Dr. Albert Johnson, and the Odd Fellows Hall to name a few. The proposed development site is part of the first African American neighborhood in Alexandria known as the Bottoms or the Dip. The proposed starkly different development would have an unnecessarily detrimental impact on the historic African American neighborhood in which it is located.

++++++

We are especially concerned that this project involves three of the nine blocks in the immediate neighborhood that have been identified as potential redevelopment sites. The Commission should consider the precedent-setting impact of this project for development of the other two thirds of the identified redevelopment sites.

Overall, we are quite concerned that inappropriate development within the Old and Historic Alexandria District and adjacent to it detracts from our historic architectural assets which are a major tourist attraction contributing significantly to city finances and to the wellbeing of our citizens.

Thank you for your attention and your diligent work to guide planning and development in a manner that promotes the future and vitality of our living city while maintaining our phenomenal history that has been earned with care and determination over nearly 3 centuries.

Thank you.

[EXTERNAL]Fwd: The Heritage

Diane de Guzman <deguzmand55@yahoo.com>

Mon 2/1/2021 10:24 PM

To: PlanComm <PlanComm@alexandriava.gov>

>>

>> Dear Mr. Silva and Members of the Planning Commission:

>>

>> Although I have lived in Alexandria for just under two years, I fell in love with Old Town many years ago while a student at GWU before moving to East Africa for 30 years. I had the opportunity to spend considerable time with my neighbors at The Heritage while a Census Enumerator this past summer. What struck me was the sense of community at The Heritage with children making use of all the open green green space, families having barbecues and holiday parties under the gorgeous canopy of mature trees. When I saw the proposed development project for this site, I was deeply saddened by the loss of green space, which will undoubtedly impact that wonderful sense of community, vitality and diversity. On a personal note, as a resident of Old Town Village on the west side of South Patrick Street, I thoroughly enjoy my regular walks to the river along the walkways that traverse The Heritage while listening to birdsong, watching children play and greeting neighbors who continue to live a good part of their day outdoors as they once did in Ethiopia. Route 1 is a major portal into Old Town and this proposed development would hardly represent the amazing history and architecture and beauty of this unique river port.

>>

>> 1. The generations before us protected and preserved our historic districts, valued and set aside land for parks, nurtured our tree canopy and respected the opinion of our citizens.

>>

>> 2. We concerned citizens worry that the characteristics that have made this community special are potentially being eroded in a push to overdevelop without sufficient concern for our quality of life, impact on the environment and infrastructure.

>>

>> 3. Of course, a healthy city needs to grow, but it should grow with thoughtful and appropriate development that is to scale and appropriate for our neighborhoods.

>>

>> 4. We want to work together to ensure Old Town remains a livable, caring, ethical and compassionate city that welcomes and thrives due to increased affordable housing and a diverse citizenry.

>>

>> Thank you for your time and kind consideration.

>>

>> Best regards,

>> Diane de Guzman

>> 1304 Roundhouse Lane

>> #503

>> Alexandria, VA 22314

>> 571-733-1793

>>

>>

>>

[EXTERNAL]Do not build the apartments

Karin Nunan <k.kitsman@gmail.com>

Mon 2/1/2021 6:29 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>; PlanComm <PlanComm@alexandriava.gov>

Dear commission,

I am 9 years of age and I live on s. Alfred street. Please do not build the apartments and here's why

1. Where are the people at Heritage going to go?
2. It will not look good (like it matters because the people matter more)
3. My dogs LOVE that dog park or as they say paw-rk
4. You are taking some kids favorite place away, the park
5. If you build the apartments the people living there will go homeless

I hope you will consider my thoughts

Sincerely: Finlay A. Nunan

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[EXTERNAL] Resident of S. Alfred Street Opposition to City's Plans

Karin Nunan <k.kitsman@gmail.com>

Mon 2/1/2021 6:27 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>; PlanComm <PlanComm@alexandriava.gov>

Dear Planning Commission,

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,
Karin and Manus Nunan
117 S. Alfred Street Owners

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[EXTERNAL]A few concerns

Jason Leaf <jasontheleaf@gmail.com>

Mon 2/1/2021 9:09 PM

To: PlanComm <PlanComm@alexandriava.gov>

To whom it may concern,

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#).

We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

The City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,

[EXTERNAL]Input for Feb. 2 Planning Commission meeting

Kim Burstein <kimburstein@yahoo.com>

Tue 2/2/2021 6:38 AM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Planning Commission Members,

As a homeowner across the street from the proposed block 4, I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents, and my family, in the City of Alexandria's Southwest Quadrant.

I support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, I oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

My family and I are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are **nearly 80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#)' to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community. Even if the project moves forward, if we are still in a virtual environment, I won't be able to work remotely or have my children learn virtually. I will literally need to move during the construction. I know I'm not alone, so please consider the timing of this project as well.

Thank you for your careful consideration,

Kim Burstein
526 S. Alfred St.

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[EXTERNAL]Fwd: The Heritage!

Bob McConnell <bgmcconnell61@gmail.com>

Mon 2/1/2021 6:19 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

The following paragraphs express my total displeasure with the City's plans for the Heritage expansion. As anyone in the city considered what your plan will do to the traffic in this area of town? Obviously not. The area to be redeveloped is between two primary parallel thoroughfares - Route 1 and Washington Street. You have to remember, the traffic today with all the problems with COVID-19 won't last forever and we will return to the traffic headaches of open society again. South Columbus Street and South Alfred Street will be unusable during rush hours. Route 1 and Washington Street will be slowed to a crawl. How can you plan a project that will affect so many people that don't even live in the immediate area?

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are

nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,

Robert B. McConnell
823 South Columbus Street
Alexandria, VA 22314

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[EXTERNAL]Heritage Redevelopment Negative Impact

stephanie.andrews01@yahoo.com <stephanie.andrews01@yahoo.com>

Mon 2/1/2021 6:45 PM

To: PlanComm <PlanComm@alexandriava.gov>

Ladies & Gentlemen:

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,

Stephanie Andrews
411 S. Columbus St.
#7
Alexandria, VA 22314
571-234-3070

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[EXTERNAL]Development in Alexandria

Vivian Awumey <vhawumey@gmail.com>

Mon 2/1/2021 6:02 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

I am a lifelong Democrat, but I've been very disturbed by the unilateral actions the city has taken that, to my mind, degrade this city. I am considering voting for Republicans in the next Alexandria election.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong

concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,

Regards,

Vivian Awumey

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[EXTERNAL]Heritage redevelopment docket matter Feb.2

cwdoying@aol.com < cwdoying@aol.com >

Mon 2/1/2021 5:51 PM

To: PlanComm < PlanComm@alexandriava.gov >

We are writing to express our extreme concern with the City's consideration of permitting **three, 80-foot buildings** in the Old and Historic Alexandria District. We are appalled by the City's plans to allow the commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct this massively dense development, which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing. However, we believe the developer is leveraging this desirable goal to overbear considerations that should militate against constructing three, 80-foot buildings that directly contradict the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet, and calls for maintaining the Old Town character and scale of our area, rather than inserting a Ballston clone. Without question the design of the proposed buildings is not in keeping with the Old and Historic Alexandria District, [as recognized by the City's Board of Architectural Review](#) after repeated concept reviews (which resulted in barely perceptible design alterations). We live in Old Town (and have for 50 years) because we do not want to live in high-rises that would be perfectly acceptable in Crystal City!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War, known as "The Dip" and "The Bottoms." The Southwest Quadrant also includes historic homes built during the 19th century which would literally be overshadowed by the proposed buildings at the proposed heights. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our city, we believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have strong concerns with outside investors over-developing our historic city. We are also concerned with the City's failure to address the practical issues of flooding, traffic, and school overcapacity, all of which would be exacerbated by the Heritage plan in its proposed form. And perhaps the worst of it is that the Heritage redevelopment represents only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!** If the Heritage plan comes to be regarded as the precedent for the remaining sites, the injury to our area would be absolutely overwhelming!

We strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into our community.

Thank you for your careful consideration,

William and Carolyn Doying
817 Duke Street

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[EXTERNAL]The Heritage Project

m r <mwrs2010@gmail.com>

Tue 2/2/2021 9:14 AM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Hello,

I live in the 700 S Fayette block behind the West Marine store. There are only 2 ways into our neighborhood- from S. Patrick or Gibbon St and both are already congested. I can't imagine what even a little increase in traffic would do to an already bad situation during rush hour (non covid times). The fact that street parking is already tight and that only one paid garage parking space is being created per unit I believe way underestimates the number of cars that will have to be parked somewhere.

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia.

I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, parking and school

overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#)' to reduce the heights of the buildings to 55-feet, and address the traffic, parking and potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,

Mimi and Joe Foley

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[EXTERNAL]No on plans for Heritage

joy mallonee <joy.mallonee@gmail.com>

Tue 2/2/2021 9:59 AM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#)' to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,
Joy

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[EXTERNAL]Plans to Develop Buildings Docket #6/2020-0006

BARBARA SEAMAN <seacob@comcast.net>

Tue 2/2/2021 11:39 AM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Dear Mr. Silva,

The City's plans to develop three, 80-foot tall buildings in the historic district of Alexandria not only contradict the City's 2018 Master Plan amendment maximizing buildings at 55 feet but are also out of keeping with Old Town historic architecture. While I support the preservation and protection of affordable housing, I am shocked that the City plans to allow Asland Capital Partners and their legal representative, Walsh, Colucci, Lubeley & Walsh to construct these massive buildings. I wonder if the City planners have considered the quality of life of the residents of the Southwest Quadrant?

The Fourth Quadrant has a rich history of formerly enslaved African-Americans after the Civil War and includes homes dating back to the 19th century. This area would be overshadowed by the proposed 80 foot tall buildings.

I am concerned that the City Council has failed to listen to tax-paying citizens who are worried that commercial real estate investors are over-developing our historic city. I am also concerned that the City has failed to address flooding, traffic and school overcapacity which are worsened by the Heritage plan which is only 3 of the 9 sites identified in its plan which seems to have no limits on development. I urge the City Planning Commission to require Asland Capital Partners to reduce the height of the Heritage project to 55 feet and address traffic, flooding, and school capacity issues that this development will bring to the community.

Thank you for your consideration.

Barbara Seaman, Alexandria Homeowner

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[EXTERNAL]The Heritage Project

dgrace15 <dgrace15@comcast.net>

Tue 2/2/2021 12:23 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Please stick to the current building height restrictions for the proposed Heritage redevelopment. 55 feet is sufficient for the site. Increasing it to 70 plus feet is a slippery slope. No one wants Old Town to look like Ballston or Rosslyn.

Thanks,

Charles C Grace
3912 Taney Avenue
Alexandria, VA

Sent from my Verizon, Samsung Galaxy smartphone

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Planning Commission Remarks by Rev. Juli Wilson-Black re: Heritage at Old Town

I am Juli Wilson-Black, the pastor of Fairlington Presbyterian Church. Two months ago, Wesley Housing broke ground on a new affordable residential building, the Waypoint, located behind our church.

The process leading up to our groundbreaking was deeply educational for us. We learned that 87% of those who work in Alexandria do not live here, a situation which adds to traffic and drains economic and human resources from the community. We learned that by partnering with an affordable housing developer, we could enable people who already serve the community through their jobs in education, public safety, health care and retail to also be our neighbors. We learned the stories of people who called us or came to our public meetings because they need affordable housing and wanted to apply to live in our building.

We also learned the many perspectives held by our neighbors who objected to the project. Almost all of those I have talked to agreed that affordable housing is in critically short supply in our city, but still had concerns about how this project would impact them. Much like Asland Capital Partners has, we sought to improve and refine the project in response to the concerns they raised.

What finally brought all of these learnings into focus was learning about the history of our congregation and its place in the City. We learned that in the 1800s our property was part of Menokin Farm, a 175-acre property owned by the slaveholder Cassius Lee, cousin of Robert E Lee. Nothing was built on the land until it was sold to the church in 1947. We learned that the original deed of sale contained a stipulation that the land would *“never be occupied by, sold, leased or conveyed . . . to any person not a member of the Caucasian race.”*

What we ultimately learned is that for the vast majority of the long history of our City, the concerns of White residents have been prioritized, and decisions about land use have been made in response to these concerns. The Heritage at Old Town provides a remarkable opportunity to change that historical pattern. Affordable housing is largely for residents of color, whose compelling concerns have long been ignored. Saying that we support affordability, inclusion and equity, as all of gathered here would likely affirm, and as the City has done on many occasions, does no good unless we act on our stated values. At the end of the day, we have to choose whose concerns to prioritize, knowing that while we cannot change our shameful past, we can choose a more just and equitable future.

[EXTERNAL]Heritage project

Weisheng Mao <w.renee.mao@gmail.com>

Tue 2/2/2021 1:50 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Hello,

In addition to the below, I just wanted to say that I really, really hope that the plan for the new Heritage Development does not go through. Old Town Alexandria is often considered one of the nicest towns in America, and this is exactly because there are not large high-rises, in which case Old Town would be no different from Arlington. I am afraid that Old Town will become more and more like Georgetown, where you still have an area retaining some of the "original charm" which exists primarily for tourists and commercialization, not for living. In other words, instead of being a town, Old Town becomes a shrinking commercial attraction surrounded by high rises. Furthermore, my understanding is that many of the new units are NOT affordable housing, and this is honestly offensive - it is one thing if we talk about expanding in order to increase and improve the living standards of those who need it, while respecting the town, but entirely something else to erect this enormous project largely for financial gain.

Thank you,
Dr. Weisheng Mao

I am writing to you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, [Asland Capital Partners](#), and their legal representative, [Walsh, Colucci, Lubeley & Walsh](#), to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing

Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your careful consideration,

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City of Alexandria Planning Commission

February 2, 2021

Transmitted electronically

Re: February 2, 2021 Agenda, docket item #6: Development Special Use Permit #2020-10032

Chair Macek and members of the Commission,

I am writing today to express my opposition to the staff report recommendation to move forward with the DSUP #2020-10032 to redevelop The Heritage properties. I have been a resident of Alexandria for 18 years and have been following the progress of this project since I learned of it in 2018. The neighborhood is one that I have enjoyed living in as my family has grown. I have been extremely disappointed in the rhetoric around the entire project. The Heritage has contained affordable housing as long as I have lived in my home and I certainly am not opposed to ensuring that it remains available for the individuals and families who rely on it. Everyone is part of the community, which is part of what makes a neighborhood. The City of Alexandria has many different neighborhoods, and each has its own character. Part of the reason I have stayed in Old Town for so long is the walkability, friendliness of residents and the mix of architecture that provides an urban feeling but, feels a lot more like a small town. Sadly, COVID has impacted some of this but I still walk a lot and try to say hello to anyone I come across and smile with my eyes.

The S. Patrick Street Affordability Study, which has now been incorporated into the City zoning code, provides two alternatives on p. 13 to achieve the goal of maintaining the affordable housing units that currently exist at The Heritage. Both alternatives were rejected. Unlike several other projects in the City that protect and enhance affordable housing, the City has not provided any significant funding for this project. This was discussed during one of the Board of Architectural Review hearings last year. What is the result? A significant increase in overall density that will change the neighborhood, including for the existing residents of The Heritage. Despite taking a different approach to the redevelopment, I believe the least expensive option has been chosen and the additional density will just add to the developer's bottom line.

The existing project houses 244 units, including 140 deeply affordable units. The developer is requesting additional density to add an additional 55 affordable units and 555 market rate units (using the numbers in the staff report). I will state that again. The developer is requesting density to add 555 additional market rate units to maintain the existing 140 deeply affordable units and add 55 affordable units. Could the developer, the City and others involved not have worked with the neighborhood to find a solution that does not build on this scale? On the north end of Old Town, the Sunrise Assisted Living Facility is a great example of new construction fitting in with the neighborhood. The Clayborne Apartments, which are near my home, is another example of a complex that blends nicely with the existing neighborhood.

The reality of The Heritage redevelopment project is that the feeling I have when I walk to King Street or around the Southwest Quadrant will change, dramatically. The proposal for the three blocks before the Commission looks a lot more like it belongs in Reston Town Center or Rockville Town Center as opposed

to a neighborhood full of two- and three-story townhomes, some with Historic distinction and many within the boundaries of the Old and Historic District. Keep in mind this proposal is three of a potential nine block development as part of the entire strategy. Many of the existing trees will be removed to provide for the redevelopment. I do not believe the current proposal is compatible with the existing neighborhood and frankly, the massive high rises will dwarf many of the existing homes. A couple of homes are at risk of losing direct sunlight. I cannot imagine losing direct sunlight in my home, especially since I have been in it since March. It will forever change the entire neighborhood and Old Town itself. I do not believe it needs to be this way despite the rhetoric around the project. Members of the Board of Architectural review expressed their opposition and concern for the overall design of the project last year when the concept review was discussed. Just because the developer can utilize Section 7-700 of the zoning ordinance to increase the maximum height, does not mean that it is the right thing to do.

I chose to live here because I loved so much about Alexandria and Old Town. Even when friends moved to Fairfax County, I remained content with my choice. The benefits of a diverse neighborhood, walkability, a public elementary school within walking distance and an overall small-town feeling have kept me content. What has me upset and frustrated is the lack of consideration for the neighborhood. Even The Heritage will change from what exists now. Sure, there will be new amenities but adding 555 units above the existing 244 will change the existing dynamic of the property. Any discussion around this redevelopment places folks in one of two categories, either someone is supportive of affordable housing or not. That is far from the reality. What I am not supportive of is altering the entire fabric of the Southwest quadrant to add 55 affordable housing units. The proposal is incompatible with the existing neighborhood and is not responsive to the needs of the existing residents, as is outlined on p. 1 of the S. Patrick Street Housing Affordability Strategy. Surely there is a better way that can achieve all the goals and include profitability for the developer.

Thank you.

Janice Kupiec

800 block S. Columbus Street

Alexandria, VA

[EXTERNAL]Heritage Project Opposition

J. Marks <jmarks2007@gmail.com>

Tue 2/2/2021 2:26 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Dear Sir/Ma'am,

I am writing to oppose the Heritage Project in its current configuration. I also wanted to add that I have already been hit by a vehicle on Duke and S. Columbus while legally crossing in the cross walk with the light. I have had my dog almost run over several times. The area can't handle the traffic that is already in the area. One recommendation I have is to make Alfred and S Columbus one way streets and make off limits to trucks. Also enforcing current no turn rules would be helpful. Lastly, setting up a red light camera on Patrick heading north at Duke (and Henry heading South) would help. That is an extremely dangerous intersection as people speed up to make the light.

I am concerned about the increase in traffic and the effect on my foundation. I have an older residence and I can feel it when a truck drives by.

In addition, parking is non-existent pre-covid. I dutifully pay for my parking permit, yet parking is limited. Parking times are not enforced. One resolution would limit parking to residents and their guests only. Also, allowing resident to park in the paid parking spots on Duke and else where would be helpful. It is unrealistic to base a paring survey on a dream (and unknown fact) that residents of the new complex will not have vehicles. Just because they will not have permits doesn't mean they wont have vehicles. Especially with lax enforcement that will be a calculated risk. Especially since some of the areas are only resident parking during the day (when most folks are at work). The location is over a mile from the subway and not easy access to public transportation.

Lastly, I moved to the area because of the charm, walkability and light. These high rises would remove it. I worked hard to be able to afford to live here, and I hate for what I love about the area to change.

I am further writing you to express my extreme displeasure to the City's plans to develop **three, 80-foot buildings** in the Old and Historic Alexandria District in Alexandria, Virginia. I am appalled by the City's plans to allow its chosen commercial developer, Asland Capital Partners, and their legal representative, Walsh, Colucci, Lubeley & Walsh, to construct these highly dense and massive buildings which will undoubtedly contribute to the degradation in the quality of life for residents in the City of Alexandria's Southwest Quadrant.

We support the continued preservation and the protection of affordable housing, and for the families who live in affordable housing. However, we oppose the footprint of

the City constructing three, 80-foot buildings that directly contradicts the [City's 2018 Master Plan amendment](#) which maximizes building heights at 55-feet. In addition, the design of the proposed buildings is not in keeping with the "Old Town charm" in the Old and Historic Alexandria District [as stated by the City's Board of Architectural Review](#). I live in Old Town because I do not want to live in high-rises that would be perfectly acceptable in Crystal City or Potomac Yards!

We are a quadrant which includes a rich history of formerly enslaved African-Americans after the Civil War known as "The Dips" and "The Bottoms." The Southwest Quadrant includes historical homes built during the 19th century which would literally be overshadowed by the proposed buildings that are nearly **80-feet tall**. We are aware that the South Patrick Street Housing Affordability Strategy (SPSHAS) adopted by the City Council in October 2018 modified the Southwest Quadrant's height limits from 50 to 55-feet. If the developer's rezoning request is approved by the City Council, their structures would be **nearly 80-feet in height!**

Similar to other areas of our great city, I believe the City Council has **failed** to actively listen to the voices of its tax paying residents who have very strong concerns with commercial real estate investors over-developing our historic city. I'm also concerned with the City's failure to address flooding, traffic, and school overcapacity which are all issues that would be exacerbated by the Heritage plan. In addition, the Heritage redevelopment is only three of the nine sites the City identified in its Strategy, and the City has not provided any concrete guidance or limits for the **remaining six development sites!**

I strongly urge the City Planning Commission to require [Asland Capital Partners](#) to reduce the heights of the buildings to 55-feet, and address the traffic, potential flooding, and school capacity concerns that this development will bring into my community.

Thank you for your time and for your careful consideration,

Jennifer Marks
317 S. Columbus St.

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February 2, 2021

Dear Planning Commissioner,

I need to assure you that since we moved to 302 S. Columbus in 1987, I have NEVER in all those years --- nor since last July when I first heard about the plans for the Heritage -- heard one disparaging word from my neighbors about the residents living at the Heritage. The same holds true for the entire concept of affordable housing. No one opposes it...we just know there are better ways to do it!

(Sadly, if those of us just a few short blocks away had been made aware of the charettes or the S. Patrick St. Affordable Housing Strategy before we happened to learn about them last summer and if we hadn't been restricted in so many ways by the Pandemic, we could have reached out to you sooner but we're doing our best under these restricted conditions.)

I also need to assure you that since many of us got involved we have been very focused on the Heritage residents. (I can still recall the rather blasé, unconcerned attitude Asland and their lawyer first had when we started presenting our concerns about the residents and their displacement. It wasn't until we drew real attention to the situation that we began to see much concern for developing a relocation plan that will allow residents to remain here close to what they know. (You can go back to the early conversations.) The residents of the Heritage are human beings, many of them new to this country with new lives they have built here in the southwest quadrant of Old Town, and they deserve to be treated properly throughout the entire process. (We are well aware that some are reticent to speak their minds and are being enticed to fall in line with the promise of nice new stoves and refrigerators.)

The city apparently has made a conscious decision to not allocate any monies of city revenues to support this project. Basically, the city is allowing nearby Old Town residents to face the increased density bonus the developer is asking for without any real thought or consideration to what the current mass, scale, density and architecture will do to decimate the current neighborhood.

Why, may I ask, has the city decided to off-load affordable housing to developers when so much of other affordable housing has been built with generous subsidies? Why isn't there more creativity and imagination being put into this? Why simply pass it on to a developer? Has this topic ever been brought to the voters? Do they want developers – some not even based in Virginia -- basically deciding what our neighborhoods look like? Has anyone ever considered that maybe Alexandria voters and taxpayers would like a voice, perhaps, even being given the option of some extra taxes to control over-densification while providing affordable housing?

I was one who petitioned against demolition. I happen to live in a home that was built in the early 1800s and it's still standing. In fact, it was masterfully renovated in 1980. It was my understanding that the Heritage developer has a wealth of experience rehabbing properties across the country. Why not here in Old Town Alexandria? I suppose he saw a way to make more money...a lot more. Instead of at the minimum designing something that would be appropriate for the neighborhood, the developer chose to keep as much money for himself and his investors

as possible and present architectural plans that had been done in Ballston. (Need anyone be confused this isn't Ballston, and not having to commission appropriate architectural plans is a whole lot cheaper.)

Achieving more density to achieve the goal of affordable housing is not necessary.

There is so much more I could say but I guess my basic feeling about what has been done to date represents totally uninspired, uncreative, unimaginative planning. So I challenge you to go outside the "expedient box" and take some time before you make a decision about the Heritage project. Even close your eyes for a minute and breathe deeply if that would help.

Now, imagine the Grand Reopening of the new Heritage still with affordable housing. Imagine everyone gathered on the wide, green spaces: residents with their kids playing nearby, neighbors from the southwest quadrant and throughout Old Town and beyond, city leaders, the developer and his investors – maybe there's even a band. Imagine everyone coming together to celebrate because you as a member of the Planning Commission were smart enough, imaginative enough, and cared enough to know that there were better ways to insist upon doing things right so that in the end everyone can celebrate a win/win/win/win/win/win/win.

A new plan that will be a win for well-thought-out affordable housing;
A win for the neighborhood that will be preserved;
A win for all of Old Town;
A win for the City of Alexandria;
A win for the city's leaders;
A win for the developers;
And a big win for you because you will always know you did the right thing and the best thing for *all* the citizens of this cherished, historical city.

No one has to lose in this debate. This Heritage project can be the model for how best to incorporate affordable housing into an established neighborhood without doing harm. It won't be easy to stand up to developers but it's certainly doable when city leaders like yourself apply some imagination and are determined to watch out for "everyone."

Thank you,

Mary Morrow-Bax
Resident of the Southwest Quadrant
302 S.Columbus St.
Alexandria, Virginia

Heritage Photographs – What Is There Now



Heritage Looking West @ Wilkes



Heritage Courtyard Playground North From Wilkes



Heritage Looking West @ Wilkes



Veterans Memorial Walkway (Wilkes) West From Columbus

Heritage Photographs – What Is There Now



Heritage Looking West @ Wilkes



Heritage Parking and Emergency Vehicle Easement Between Units & South Patrick



South Alfred Looking North From Gibbon

Heritage Photographs – What Is There Now



Heritage Dog Park & Playground South of Wilkes (Veterans Memorial Walkway)



Veterans Memorial Walkway (Wilkes) West From Columbus



Veterans Memorial Walkway (Wilkes) West From Columbus

Heritage PC comments presentation re: height limits

Stephen Milone <milonesteve@gmail.com>

Tue 2/2/2021 3:19 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Michael Swidrak <Michael.Swidrak@alexandriava.gov>; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>

1 attachments (1 MB)

Heritage 20210202 PC presentation slides - Milone.pdf;

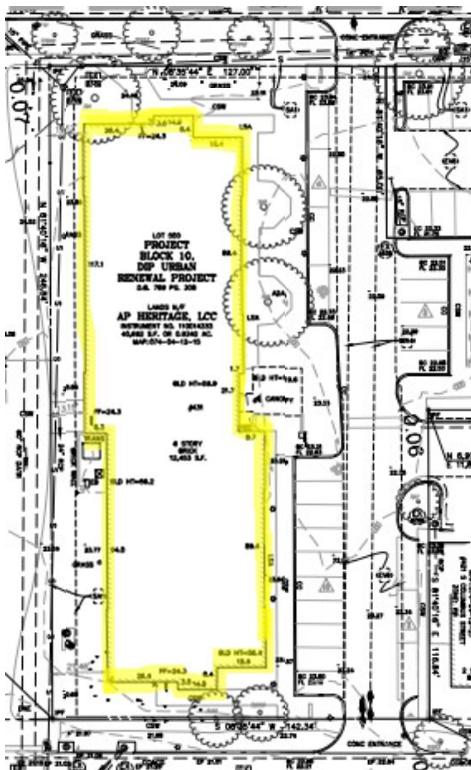
Michael, Catherine, et al,

Please find the attached presentation that I request staff share with the Planning Commission to illustrate my comments for Heritage when I testify tonight.

Thank you.

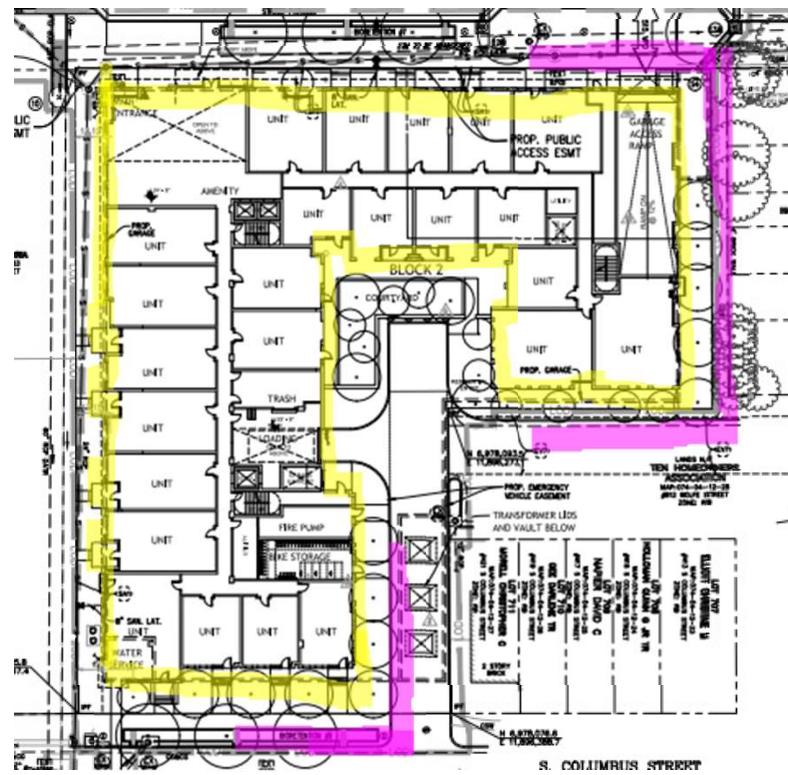
Steve

Existing Building Footprint



Block 2

Proposed New Building Footprint



Zoning code 12-102 (B)

Reconstruction. If a noncomplying structure is destroyed, demolished or otherwise removed, **it may be reconstructed provided that there is no increase in the floor area ratio, density, height or degree of noncompliance which existed prior to such destruction.** (Emphasis Added.)

Conclusion: Per Zoning code 12-102 (B) the applicant's plans do not comply with code, therefore new building height limit must adhere to the 50 feet Old Town Height Limit.

SUP Application Procedures for Section 7-700 Bonus Height and/or Density (cont.)

11-504 (B) In reviewing the application, the city council may take into consideration the following factors where it determines that such factors are relevant and such consideration appropriate:

11-504 (B)(10) Whether the proposed use will have any substantial or undue adverse effect upon, or will lack amenity or **will be incompatible with**, the use or enjoyment of adjacent and surrounding property, **the character of the neighborhood**, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety and general welfare.

11-504 (B) (11) **Whether the proposed use will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the development and use of neighboring property in accordance with the applicable zone regulations.**

In determining whether the proposed use will so dominate the immediate neighborhood, consideration may be given to:

- (a) **The location, nature, height, mass and scale of buildings, structures, walls, and fences on the site; and**
- (b) The nature and extent of landscaping and screening on the site.

SUP Application Procedures for Section 7-700 Bonus Height and/or Density (cont.)

11-504 (B)(10) Whether the proposed use will have any substantial or undue adverse effect upon, or will lack amenity or **will be incompatible with**, the use or enjoyment of adjacent and surrounding property, **the character of the neighborhood**, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety and general welfare.

The proposed development is:

- Incompatible with the character of the neighborhood
- Plan exhibits noncompliance with Ordinance 5165 recommendations 3.1, Table 1, Notes 4 & 5 regarding height and ensuring compatibility with the neighborhood.

Conclusion: Per city code, the application is noncompliant with Zoning Code 11-504 (B)(10), therefore bonus height and density should be denied.

SUP Application Procedures for Section 7-700 Bonus Height and/or Density (cont.)

11-504 (B) (11) Whether the proposed use will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the development and use of neighboring property in accordance with the applicable zone regulations.

In determining whether the proposed use will so dominate the immediate neighborhood, consideration may be given to:

- (a) The location, nature, height, mass and scale of buildings, structures, walls, and fences on the site; and
- (b) The nature and extent of landscaping and screening on the site.

The proposed buildings dominate the immediate neighborhood with its:

- Building location
- Building height
- Building mass
- Building scale
- Plan exhibits noncompliance with Ordinance 5165 recommendations 3.1, Table 1, Notes 4 & 5 regarding height and ensuring compatibility with the neighborhood.

Conclusion: Per city code, the application is noncompliant with Zoning Code 11-504 (B) (11) and Ordinance 5165, therefore bonus height and density should be denied.

To City Of Alexandria Planning Commission

Support Letter For The Proposed Heritage Oldtown Apartments Redevelopment

Greetings Commissioners,

I would like to share with you my experiences regarding the Heritage oldtown development project. My comments below are informed by being a long time resident at the Heritage Oldtown. To give you the essence of why I am supporting a redevelopment plan for this project, for a long time I have witnessed that Heritage Oldtown property has been getting old and experiencing repetitive maintenance issues, in addition the garden apartments are very flood prone and a significant number of units get flooded every year, despite the prompt response of the property management, these issues have been consistent and unavoidable. Because of this it has always been obvious to me that this property have to be redeveloped at some point in the near future.

Due to my prior knowledge of the properties conditions, in 2018, when Alexandria's planning department invited the surrounding community to participate in a design charette for a possible redevelopment, I was one of those community members who welcomed the opportunity with enthusiasm. During the design charette and the various community engagement sessions that followed thereafter, I along with other community members gathered several times to provide feedback regarding the **building mass, height, scale, circulation, infrastructure, impact on traffic, school systems** etc ... From the discussions and presentations what I learned is several Alexandria City Planning departments were able to demonstrate that they have the capacity, capability and experience to determine the scope of a potential future development while incorporating feedback from the residents in the area that may be impacted.

At that time, I was also aware that it was very critical to participate at the early stage of the development process to be able to address concerns I may have as a resident and to learn more about the development project and the opportunities it may bring for the surrounding community. Since then the project went through several phases of iterations and several meetings were held that participated various stakeholders from the community to review each progress.

From what I have learned, some of the most important positive impacts the heritage redevelopment will bring include:

- preserve and expand the current affordable housing units and adding additional units that are below market rates without obligating the city to use its funding resources
- alleviate some of the problems which the property has been experiencing due to summer storms, particularly residents who live in block 1 have been experiencing flooding issues continuously due to summer storms which tend to be over the capacity of the city's current storm water management system.
 - the redevelopment plans state that "it will replace and update stormwater and sanitary sewer infrastructure on the heritage sites to reduce stormwater runoff through the installation of stormwater best management practices."
- support new community-oriented initiatives such as redeveloping Wilks street public park and commissioning new public art which is expected to facilitate creating shared experiences among the multicultural community in the surrounding area while celebrating unity and diversity.
- provide new state of the art facilities and amenities which will facilitate vibrant social interactions, enhance quality of living and improve health and wellness for current and future residents

Most importantly at this time, continuing with the redevelopment plan is very critical in order to avoid loosing over 140 affordable housing units and to be able to save the city's resources from costs needed to replace the affordable housing units elsewhere. In order to accomplish this, my understanding is that, the city has to allow a "**special use permit to the developer to increase the floor area ratio to 3.0 in the RMF zone, the utilization of Section 7-700 for bonus density and height for the provision of affordable housing.**"

I believe that there has been enough time taken to deliberate about the Heritage Redevelopment project and I think it's **a good opportunity to make progress towards solving one of our cities most pressing problems which is affordable housing.** I hope the planning commission will consider supporting it because any delays at this time will create strain on the resources that has been already expended and constrains the residents who are getting ready to relocate and adjust to their new lives before the end of 2021. I also hope as a community we will continue to work together to make the south west quadrant more stronger during this transitional time while getting ready to welcome a much-needed change that can make our neighborhood more vibrant.

Thank you all for your considerations,

Sincerely,

Marta Ali

My name is Rebecca Loesberg and I'm an Alexandria resident, speaking on behalf of Grassroots Alexandria, a group of Alexandria residents committed to keeping Alexandria affordable for its current residents. We believe is that every human has a right to safe, adequate, and affordable housing. That is the prism of which we view all potential proposals and projects that come in front of the Planning Commission and City Council. As a white woman with access to those things, not by chance but by systemic design, I also believe it is my duty to stand up for those priorities when they are threatened by items that are not as critical for human survival, such as "neighborhood character", as defined by the design and appearance of buildings. The irony is that it is gentrification and lack of preservation and prioritization of affordable housing that actually decreases neighborhood character, which we should be defining as maintaining and improving processes in place to keep residents in place and projects affordable.

We are impressed by this project's ability to use this new zoning tool to not only maintain the current units, but also add 55 units at a 40% AMI mark, as well as expand more 60% AMI units and market rate units. This is a model that we are encouraged by and hope to see more of in the future. We are also encouraged by the community outreach and engagement that the developer did throughout the planning of this process, as should be the model for all future projects. The community engagement process lasted over 10 months and was incredibly thorough, as well as responsive to some concerns such as the height of the buildings, which was lowered, and the amount of units, which were reduced. We should note that density is the feature and value of this project. Density helps us preserve units and add additional affordable housing, which all slow gentrification as add to neighborhood character.

Alexandria's new Racial Equity resolution works to acknowledge Alexandria's horrific history and take steps to address systemic racism that impacts all levels of life, including housing. We urge the Planning Commission to prioritize a vision of Alexandria where each citizen has access and the right to safe and affordable housing and have those values by the driving force of approvals, where for far too long systems have de-prioritized those rights. We have an opportunity as a city to address the past and make better decisions moving forward, which means embracing and supporting opportunities for increased affordable and equitable housing, as this project presents. Grassroots Alexandria urges you to support this project and, in support of our allies in minority-led organizations, would also encourage the commission, developer and council to add more units at 40% AMI.

[EXTERNAL]Reject the Heritage Redevelopment Plan

James Beattie <jimb@artisantec.com>

Tue 2/2/2021 3:33 PM

To: PlanComm <PlanComm@alexandriava.gov>; Patrick Silva <Patrick.Silva@alexandriava.gov>

As a resident whose home is within 200 feet of the Heritage apartments, I strongly urge you to reject the current design of the proposed replacement. The size and scale of the buildings will destroy the character and ambience of the neighborhood. They will create a traffic and parking nightmare for the whole area. They are likely to flood the elementary school. In the winter, the sun will disappear behind the buildings by 2:30 in the afternoon, further degrading life for anyone who lives north of the buildings. If the size and scale were not enough, the proposed design is nothing but a recycled design for a suburban building in Ballston. The developer made no effort to create a design appropriate to the city or the buildings' surroundings. As proposed, this is nothing but a way to line a developer's pockets at the expense of everyone else.

The city does have options. Instead of trading a grotesque increase in density for a few additional low-cost units, the city could invest in the project. If the city is committed to both developing low-cost housing AND preserving the character of the historic district, it should be willing to do this. This would be far wiser than the current plan.

Like many Alexandrians, I purchased my historic home at a premium because of the character and ambience of the neighborhood. The vast majority of visitors here, who underpin our local businesses, come for the same reason. Once you degrade the character of the city, you can't get it back. You can kiss those tourist dollars and high real estate valuations goodbye – along with the taxes they support. I don't deny that I have a selfish interest in preserving my property value and my quality of life, but in this case, my interests coincide with those of the city.

I am not opposed to replacing the current buildings. There is nothing architecturally distinguished about them, but at least the existing buildings are unobtrusive and not radically out of scale for the neighborhood. The replacements should strive for the same harmony.

James Beattie
718 Wolfe St., Alexandria

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City of Alexandria Planning Commission
February 2, 2021

Transmitted electronically

Re; February 2 agenda, docket item #6: Development special Use Permit #2020-10032

Testimony/presentation of Louanne Roark

Opening: Slide 1

Good evening Mayor Wilson and City Council Members

I'm Louanne Roark and a resident of the 500 block of S Washington Street in Old Town, Alexandria. I live in a historic building that was painstakingly renovated before we purchased the property in 2011, by a builder who strove to respect and maintain the historic charm, character and architecture of a building that dates back to the 18th century. My family has lived in Old Town since 1999, and we chose this city because of its charming, small town friendliness and atmosphere, its proximity to our jobs in DC, and its diversity of people, cultures and neighborhoods.

This attraction to the charms of the Old and Historic district of Alexandria is shared by visitors to the city and because of it, we have a thriving tourism industry. I believe that preserving the Old and Historic District is beneficial to Alexandria residents and tourists, but also to city revenue derived from that tourism.

Alexandria has a vibrant mix of restaurants, **a nationally designated historic district**, shops, arts and culture, a welcoming walkable lifestyle and a vibrant waterfront, but the unifying factor is the historic character and charm that has been lovingly and successfully maintained throughout the decades. This has resulted in the city receiving numerous accolades for the Old & Historic District.

Slide 2

Slide 3

Old Town Alexandria's accolades are due in great part to the Old & Historic Districts' adherence to the Old & Historic building character rules applied to renovations and new construction.

Here you can see a few examples of very artful application of those rules.

Slide 4

I, and a great majority of my neighbors in the SW quadrant believe that allowing a large, incompatible, and neighborhood-dominating development project in the Old and Historic District, may set a dangerous precedent for additional projects in our small, wonderfully eclectic

section of town, and begin to erode the charming, historic, small town attraction that IS Old Town, Alexandria.

I ask the City Planning Commission to decline Asland Capital's proposed plans for the Heritage redevelopment and send them back to redesign and scale down its size and density, and adjust its architectural qualities to ensure that it fits with the historic character of the neighborhood, and of Old Town.

Thank you.

Louanne Roark
Resident
500 block of S. Washington Street
Alexandria, VA

**Presentation
for the
Planning Commission
February 2, 2021
Heritage Project Review
DSUP 2020-10032**

**PLANNING
COMMISSION
HERITAGE
PROJECT
REVIEW**



BUILDING UNITS

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HERITAGE DEVELOPMENT AREA COVERS ONLY 3 BLOCKS WITHIN THE 9 BLOCK
SOUTH PATRICK STREET HOUSING AFFORDABILITY STRATEGY

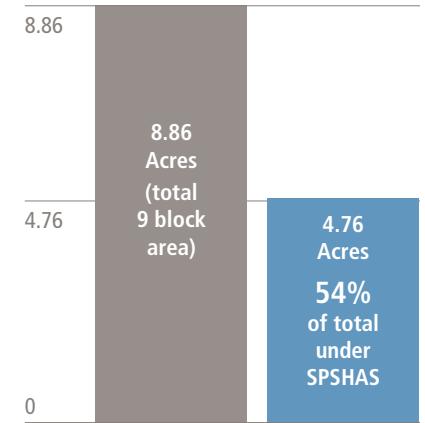


LEGEND

■ South Patrick Street Housing
Affordability: total 9 blocks

■ Heritage Blocks 1, 2, 4

Acreage totals: 9 Block Area
Plan vs Heritage Proposal

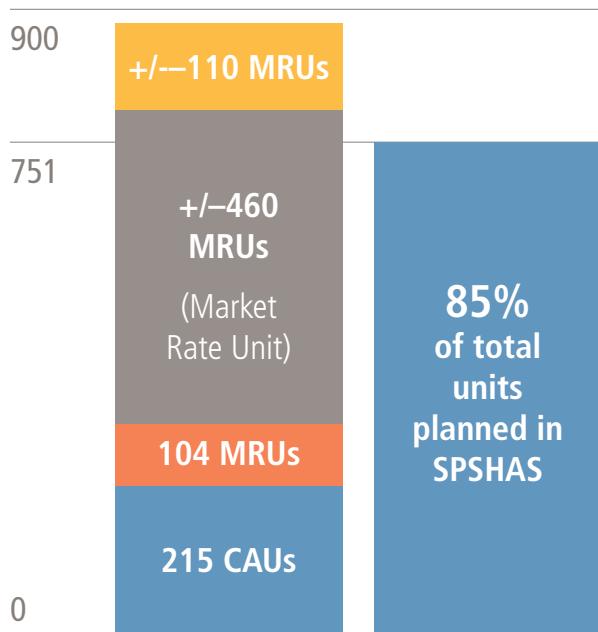


Site Acreage for
9 Block South
Patrick Street
Housing Plan
Source: SPSHAS,
Page 31

Site Acreage for:
Heritage Blocks
1, 2, 4
Source:
DSUP2020-10032
Site Plan
Page 1

HERITAGE DEVELOPMENT AREA COVERS ONLY 3 BLOCKS WITHIN THE 9 BLOCK SOUTH PATRICK STREET HOUSING AFFORDABILITY STRATEGY

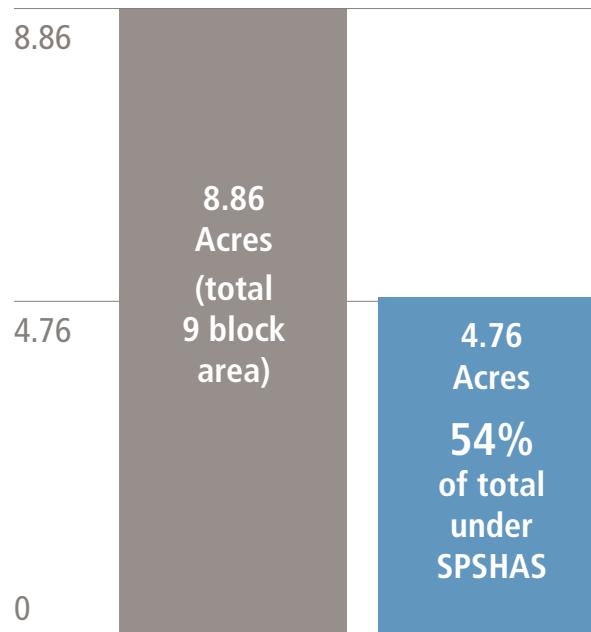
Unit totals: 9 Block Area Plan vs Heritage Proposal



889 +/- Total
Units Estimated for
9 Block SPSHAS
Source: South Patrick Street
Housing Affordability Strategy,
Page 1

750 Total Units
proposed:
Heritage Blocks
1, 2, 4
Source: DSUP2020-10032
Site Plan, Page 1

Acreage totals: 9 Block Area Plan vs Heritage Proposal



Site Acreage for
9 Block South
Patrick Street
Housing Plan
Source: SPSHAS,
Page 31

Site Acreage for:
Heritage Blocks
1, 2, 4
Source: DSUP2020-10032
Site Plan
Page 1

HERITAGE DEVELOPMENT UNIT TYPES

FAR TABULATIONS

	FAR	DENSITY	UNITS
SUP RMF	3.00	621,474.00	744
BY RIGHT RMF	0.75	155,368.50	193
RMF BONUS (3.0 – 0.75)	2.25	466,105.50	551
AFFORDABLE 1/3 OF RMF BONUS	0.75	155,368.50	193
SEC 7-700 BONUS	0.03	5,260.00	6
AFFORDABLE 1/3 OF 7-700 BONUS	0.01	1,753.33	2
TOTAL PROPOSED	3.03	622,853.00	750
TOTAL AFFORDABLE BONUS	0.76	155,828.17	195
TOTAL MARKET	2.27	467,024.83	555

- * MARKET AND AFFORDABLE UNIT COUNT AND TYPE MAY CHANGE SUBJECT TO HUD AND FAIR HOUSING REQUIREMENTS.

Source: DSUP2020-10032 Site Plan, Page 1

Per ZONING ORDINANCE NO. 5165:

**The Strategy Objective
is to *preserve* 140
affordable units.**

UNIT TYPES

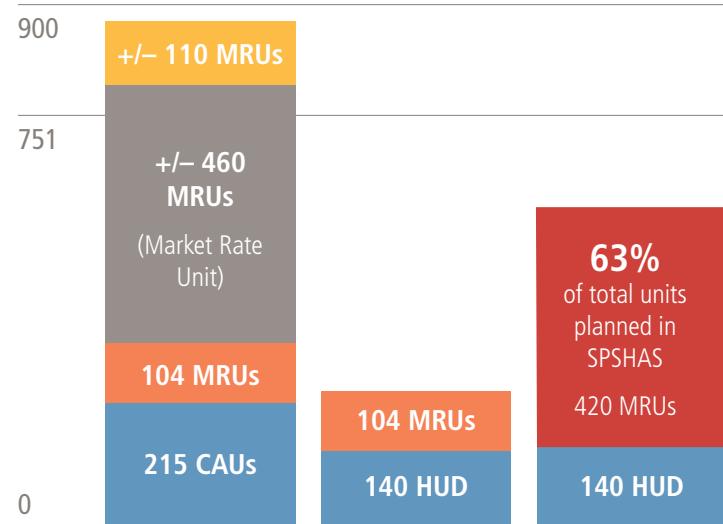
Total Units: 750

Affordable Units: 195

Market Rate Units: 555

HERITAGE DEVELOPMENT PER SOUTH PATRICK STREET HOUSING AFFORDABILITY STRATEGY

Units: Per Table 1: Development Summary Table



889 +/- Total
Units Estimated for
9 Block SPSHAS
Source: South Patrick
Street Housing Afford-
ability Strategy, Page 1

244 Total Units
Currently at
Heritage
Source: South Patrick
Street Housing Afford-
ability Strategy, Page 7

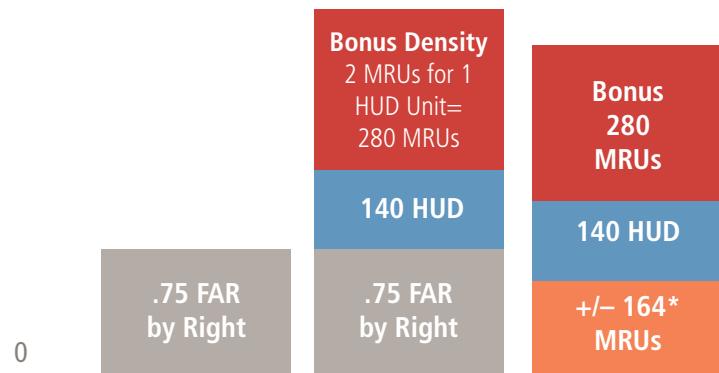
560 +/- Total
Estimated at
Heritage
Source: South Patrick
Street Housing Afford-
ability Strategy, Page 7

Heritage Development

Per Ordinance 5165:
South Patrick Street Housing Affordability Strategy

OBJECTIVE: Preserve 140 HUD units and
comply with Strategy Recommendations

HERITAGE DEVELOPMENT PER SOUTH PATRICK STREET HOUSING AFFORDABILITY ZONING ORDINANCE



Lot SF x .75 = Building Allowed if Affordable Housing Not Built
Source: Per RMF zoning ordinance 3-1406(A)

* 164 units equals 155,368 SF from site plans for 1st Floors of Blocks 1, 2 & 4, and 2nd floors of Blocks 1 (half of floor), 2 & 4

Allowed if Affordable Housing Built Applying Strategy to the Heritage project.
Source: DSUP2020-10032 Site Plan, Pages 98, 100, 102

Heritage Development

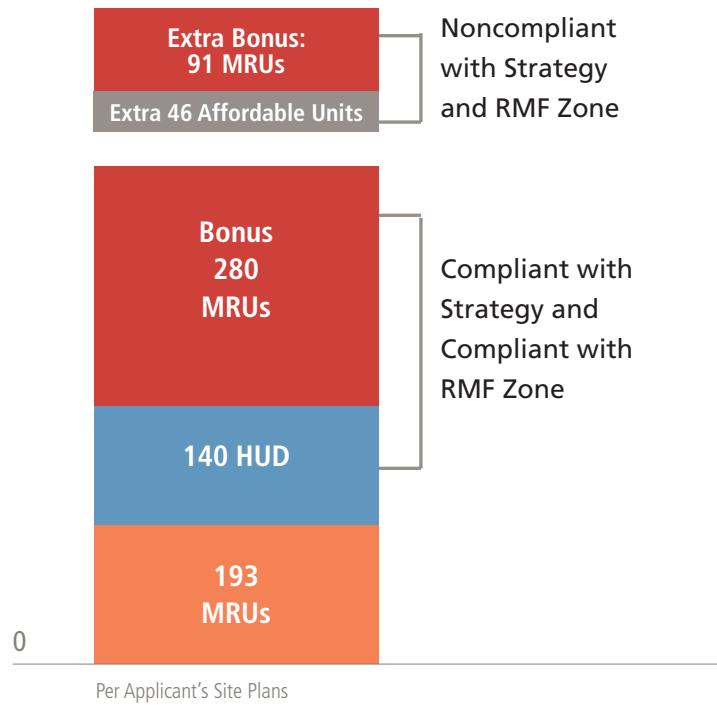
Per Zoning Ordinance 3-1400:
Residential MultiFamily (RMF) Zone

3-1401 Purpose: The RMF zone is established to provide land areas for multifamily residential development and to enhance or preserve longterm affordability of housing.

3-1407—Height. The maximum permitted height of buildings shall be the height as depicted in the height of buildings shall be the height as depicted in the governing small area plan.

HERITAGE DEVELOPMENT PER APPLICANT

Height of +/- 80 ft does not comply with RMF Zone Limit or Strategy Limit



PER APPLICANT

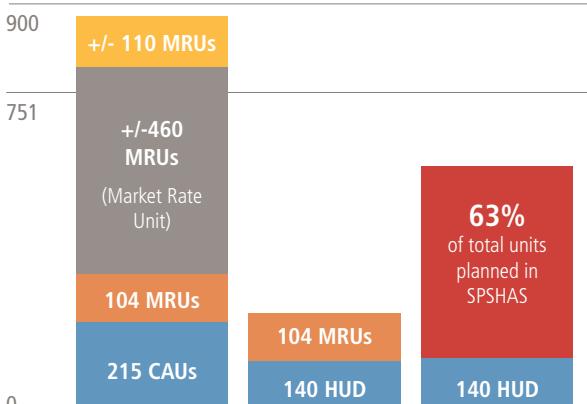
Increase of 46 affordable units with 91 extra bonus density units **does not** comply with RMF Zone. RMF Zone is to **preserve** affordable units.

HERITAGE DEVELOPMENT PER SOUTH PATRICK STREET HOUSING AFFORDABILITY SUMMARY

Per Zoning Ordinance 5165:
South Patrick Street Housing Affordability Strategy

OBJECTIVE: Preserve 140 HUD units and comply with Strategy Recommendations

HEIGHT: Per Table 1:
Maximum height 45ft – 55ft



889 +/- Total Units Estimated for 9 Block SPSHAS
Source: South Patrick Street Housing Affordability Strategy, Page 1

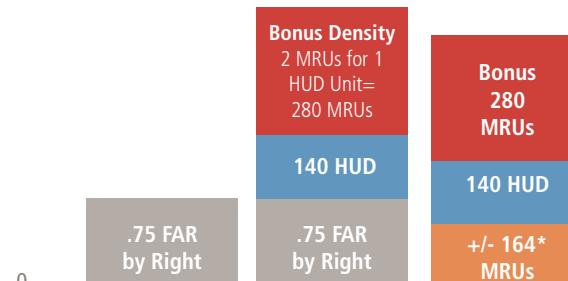
244 Total Units Currently at Heritage
Source: South Patrick Street Housing Affordability Strategy, Page 7

560 +/- Total Units Estimated at Heritage
Source: DSUP2020-10032 Site Plan, Page 1

Per Zoning Ordinance 3-1400:
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3-1407 – HEIGHT. The maximum permitted of buildings shall be the height as depicted in the height of buildings shall be the height as depicted in the governing small area plan.



Lot SF x .75 = Building Allowed if Affordable Housing Not Built
Source: Per RMF zoning ordinance 3-1406(A)

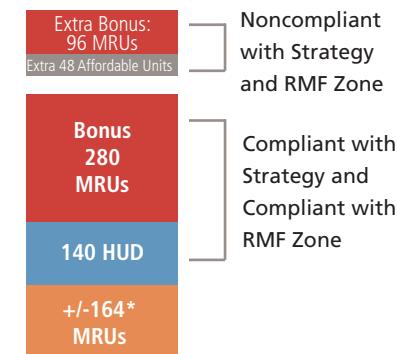
Allowed if Affordable Housing Built Applying Strategy to the Heritage project.:
Source: DSUP2020-10032 Site Plan, Pages 98, 100, 102

Per Applicant

Increase of 46 affordable units with 91 extra bonus density units does not comply with RMF Zone.

- RMF Zone is to preserve affordable units.
- Strategy objective is to preserve 140 HUD Units

HEIGHT of +/-80 feet site plans exhibit noncompliance with RMF zone ordinance and Strategy ordinance.



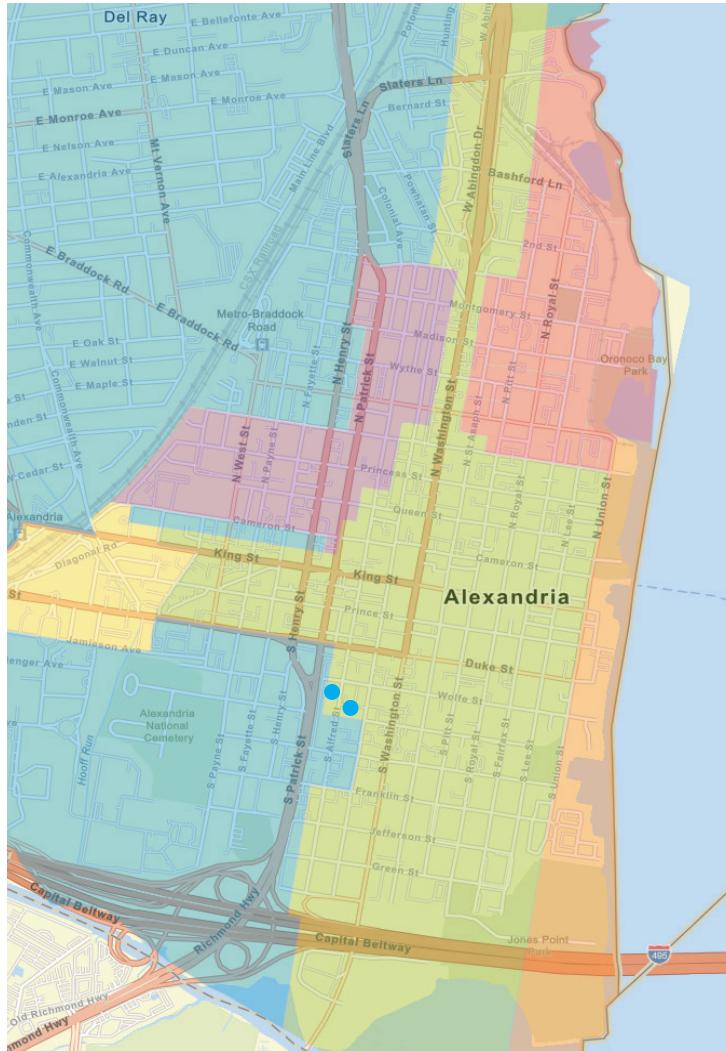
Per Applicant's Site Plan

BUILDING HEIGHT

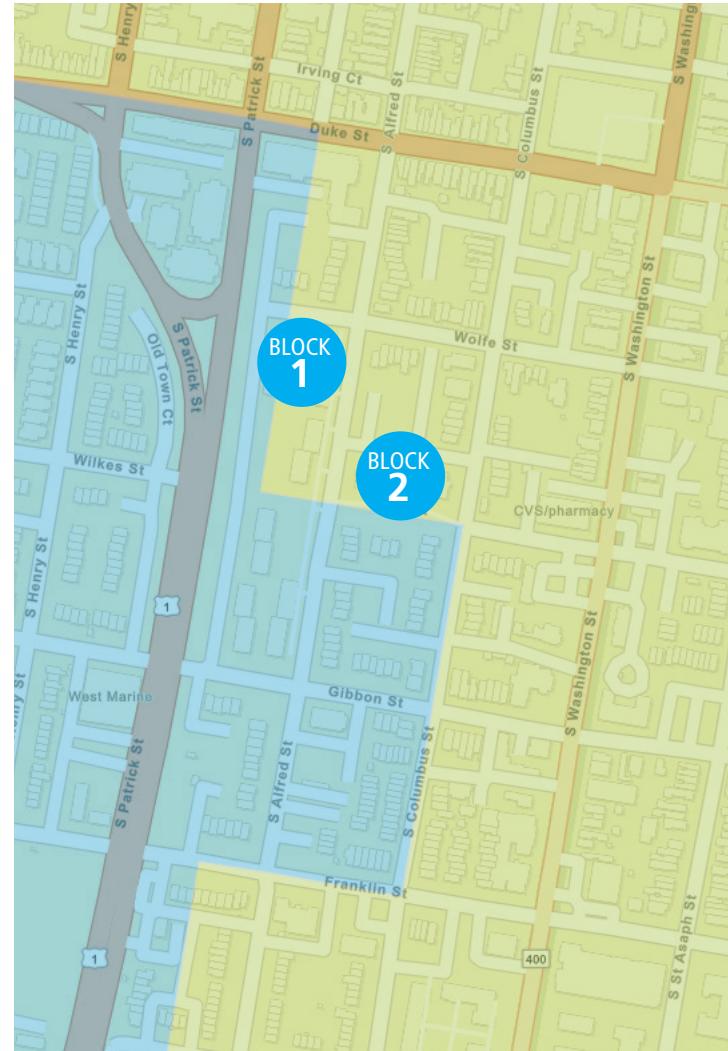


HERITAGE DEVELOPMENT: BLOCK 2 BUILDING HEIGHT

Alexandria Virginia City Height District Map
No. 1 Old and Historic Alexandria Height District



Source: City of Alexandria GIS Open Data Hub



Source: City of Alexandria GIS Open Data Hub

- HD1 = Old and Historic District
- HD1 Height Limit = 50 feet
- Block 2 is in HD1 Height District Map
- Block 2 Height per City Old Town Height Limit is 50 feet

- HD4
- HD6
- HD1 50 ft / OAHD
- HD2
- HD3
- HD5

THE BLOCK 2 PROPOSED BUILDING HEIGHT LIMIT

Table 1: Development Summary Table

BLOCK	SITE (1)	ADDRESS	PARCEL SIZE (2)	EXISTING ZONE	EXISTING CONDITIONS		RECOMMENDED DEVELOPMENT		
					EXISTING BUILDING HEIGHT LIMIT	EXISTING LAND USE	RECOMMENDED FLOOR AREA RATIO (FAR) (3)(5)	RECOMMENDED BUILDING HEIGHT LIMIT (4)(5)	RECOMMENDED LAND USE
2	The Heritage at Old Town	431 S Columbus	48,243	RC	62'	Residential	3.0	45'-55'	Predominantly Residential

Should be 50 feet
to comply with
Old Town Height
Limit



The Block 2 proposed building
DOES NOT comply with 12-102 (B)
Reconstruction. The new building
must comply with the 50 FT Old
Town Building Height Limit.

The Block 2 existing building height of 62
feet is noncomplying within the historic
district 50 foot height limit.

This proposed increase to 77-78 feet from 62
feet non complying height violates Zoning
Ordinance Section 12-102 (B). Per City Zoning
Ordinance Section 12-102 (B) which states:
"12-102 (B) Reconstruction. If a noncomplying
structure is destroyed, demolished or otherwise
removed, it may be reconstructed provided that
there isno increase in the floor area ratio, den-
sity, height or degree of noncompliancewhich
existed prior to such destruction."

SUP APPLICATION PROCEDURES



SUP Application Procedures for Section 7-700 Bonus Height and/or Density

- 11-503 (A)(6) Include: Plans and other documents exhibiting compliance with any other requirements contained in this ordinance for the special use proposed.

■ **11-504 Considerations on review.**

- 11-504 (A) The city council may approve the application, **provided all regulations and provisions of law have been complied with**, if it finds that the use for which the permit is sought:
- 11-504 (A) (3) Will substantially conform to the master plan of the city.
- 11-504 (B) In reviewing the application, the city council may take into consideration the following factors where it determines that such factors are relevant and such consideration appropriate:
- 11-504 (B)(10) Whether the proposed use will have any substantial or undue adverse effect upon, or will lack amenity or **will be incompatible with**, the use or enjoyment of adjacent and surrounding property, **the character of the neighborhood, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety and general welfare.**

- 11-504 (B) In reviewing the application, the city council may take into consideration the following factors where it determines that such factors are relevant and such consideration appropriate:

- 11-504 (B) (11) Whether the proposed use will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the development and use of neighboring property in accordance with the applicable zone regulations.

- **In determining whether the proposed use will so dominate the immediate neighborhood, consideration may be given to:(a) The location, nature, height, mass and scale of buildings, structures, walls, and fences on the site; and(b) The nature and extent of landscaping and screening on the site.**

■ **RESPONSE:**

- Zoning code 11-503(A)(6)—Plans and documents exhibit noncompliance with the requirements contained in this ordinance for the special use permit.
- Zoning code 11-504(A)—Plans for Block 2 exhibit noncompliance with height limit and relationship to height setback.
- Zoning code 11-504(A)(3)—Plans exhibit noncompliance with RMF zone purpose and height limit.
- Zoning Code 11-504 (B)(10)—Plans exhibit noncompliance of incompatibility with the character of the neighborhood
- Zoning Code 11-504 (B)(11)—Plans exhibit noncompliance by dominating the immediate neighborhood with building location, height, mass and scale.

SUP APPLICATION PROCEDURES



Summary of Noncompliance for Section 7-700 SUP Request, Continued

- **Zoning code 6-402** Old Town Height limit of 50 feet on Block 2—plans exhibit noncompliance with the height limit.
- **Zoning code 6-403(A)** Relationship to height setback in Old Town Height limit map—plans exhibit noncompliance to these setbacks.
- **Zoning code 12-102 (A) & (B)** Noncomplying structure expansions and reconstruction—plans exhibit noncompliance with these codes therefore building height cannot be prior building height before reconstruction.
- **Zoning code 7-703**—plans exhibit noncompliance with bonus height on building height 50 feet or less on Block 2.
- **Zoning Ordinance 3-1401 RMF zone**—this SUP requesting additional height results in adding affordable housing units to the RMF zone yet the zone is restricted to enhancing or preserving affordable units, not adding units.
- **Zoning Ordinance 3-1407 RMF zone**—this SUP requesting additional height in noncompliant with this ordinance where the height restriction for the zone is the maximum height permitted in the governing small area plan..
- **Strategy Ordinance 5165**—the objective of this ordinance is to preserve 140 HUD units, not adding them.
- **Ordinance 5165**—Plan exhibits noncompliance with recommendations 3.1, Table 1, Notes 4 & 5 regarding height and ensuring compatibility with the neighborhood.

Per Applicant's Site Plans, Page 1

FAR TABULATIONS

	FAR	DENSITY	UNITS
SUP RMF	3.00	621,474.00	744
BY RIGHT RMF	0.75	155,368.50	193
RMF BONUS (3.0 – 0.75)	2.25	466,105.50	551
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TOTAL MARKET	2.27	467,024.83	555

* MARKET AND AFFORDABLE UNIT COUNT AND TYPE MAY CHANGE SUBJECT TO HUD AND FAIR HOUSING REQUIREMENTS.

Per ZONING ORDINANCE NO. 5165:
The Strategy Objective is to preserve 140 affordable units.



Per the City Code Section 1-400 B-4 states:

"In the case of a conflict among various zone requirements, such as density, lot size, height and floor area ratio, permitted development shall comply with the most restrictive of such requirements."

ARCHITECTURAL CHARACTER

U
A
S



SOUTH PATRICK STREET HOUSING AFFORDABILITY STRATEGY ARCHITECTURE CONCEPT VS PROPOSED HERITAGE DEVELOPMENT PLANS

Concepts Presented in the Adopted South Patrick Street Housing Affordability Strategy

BAR message on architectural style: "Singular buildings in the latest architectural vocabulary are generally discouraged. It is not the intention of the Board to dilute design creativity in residential buildings"

Source: BAR 2020-00196 (D) Staff Report, Page 24



Source: South Patrick Street Housing Affordability Strategy , page 16



Source: South Patrick Street Housing Affordability Strategy , page 24

Concepts Presented to Planning and Zoning by Asland Capital Partners LLC



HERITAGE DEVELOPMENT PLANS: BLOCK 1

OLD & HISTORIC DISTRICT BLOCK.

- Not compatible with existing neighborhood character.
- Building height, mass & scale is dominating the neighborhood of 2-3 story townhouses.



HERITAGE DEVELOPMENT PLANS: BLOCK 2

OLD & HISTORIC DISTRICT HEIGHT LIMIT IS 50 FEET NOT 80

- Not compatible with existing neighborhood character.
- Building height, mass & scale is dominating the neighborhood of 2-3 story townhouses.

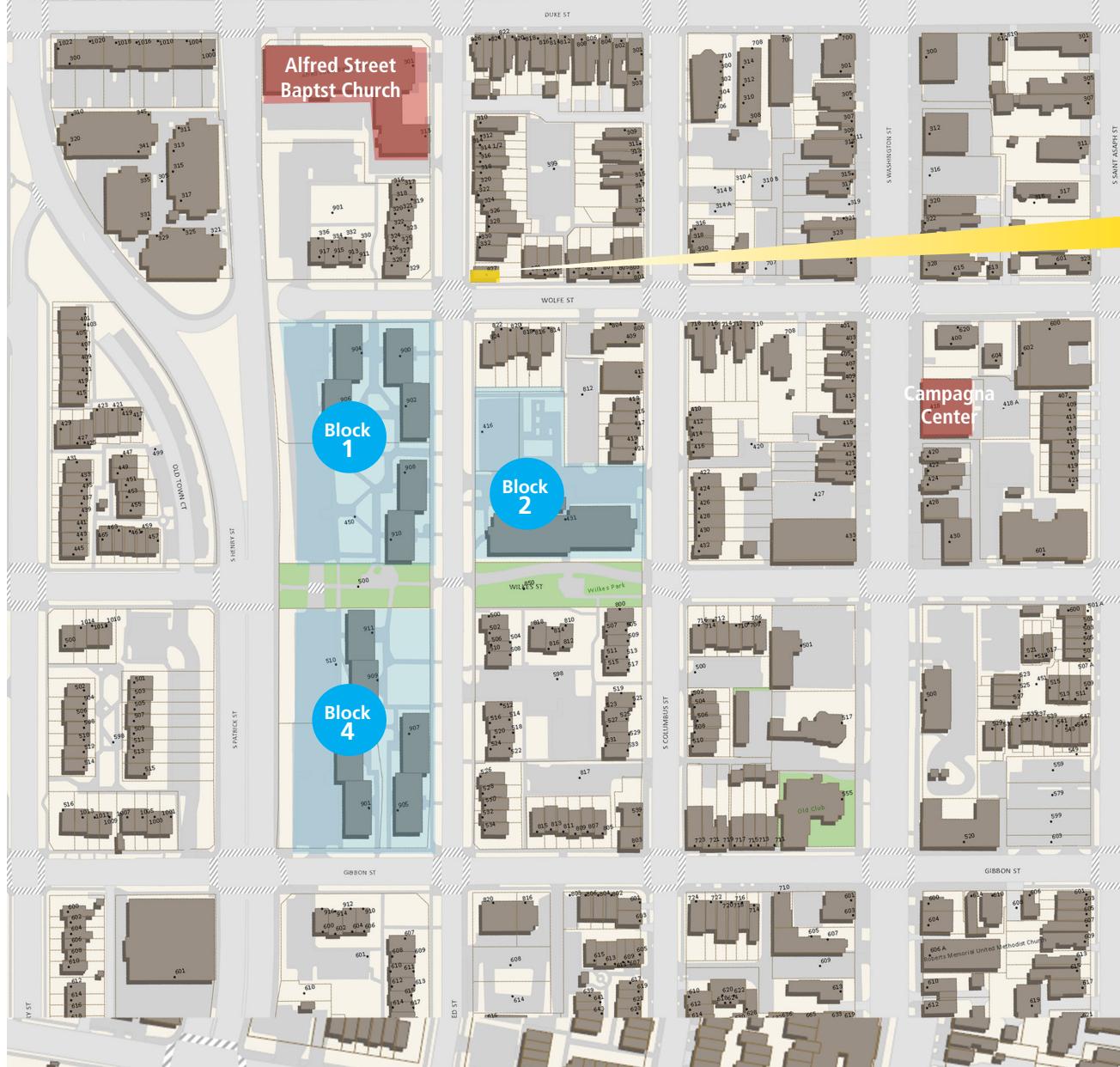


HERITAGE DEVELOPMENT PLANS: BLOCK 4

- Building height, mass & scale is dominating the neighborhood of 2– 3 story townhouses.
- Not compatible with existing neighborhood character.



THE HERITAGE DOMINATES AND IS INCOMPATIBLE WITH NEIGHBORHOOD



- The Heritage Project building mass, scale and +/- 80 feet height dominates and is incompatible with the existing neighborhood.
- The Heritage Project combined site is larger than 3 football fields.
Total Lot: 207,158 SF
Football field: 57,600 SF
- Noncompliant with Ordinance 5165 recommendations 3.1, Table 1, Notes 4 & 5 regarding maximum height and ensuring that the building scale is compatible with the neighborhood.

OLD & HISTORIC DISTRICT TOWNHOUSES ON BLOCK 2 AND WITHIN ONE BLOCK OF THE HERITAGE PROJECT



EXAMPLE OF DEVELOPMENT COMPATIBLE WITH THE NEIGHBORHOOD

Sunrise Project
400 North Washington Street
Old Town—Northwest Quadrant



EXAMPLE OF DEVELOPMENT COMPATIBLE WITH THE NEIGHBORHOOD

Abingdon Row Project
1023 North Royal Street
Old Town—Northeast Quadrant



Testimony in Support of the Heritage at Old Town

Rezoning #2020-00006
Development Special Use Permit #2020-10032
Transportation Management Plan Special Use Permit 2020-00084

February 2, 2020

Stewart Schwartz, Executive Director

Good evening, my name is Stewart Schwartz and I am the Executive Director of the Coalition for Smarter Growth, the leading organization in the D.C. region advocating for walkable, inclusive, transit-oriented communities as the most sustainable and equitable way to grow and provide opportunities for all. We are a 24-year-old non-profit with partnerships that span the conservation, affordable housing, social equity, transit, bicycle-pedestrian, and business sectors. In 2017, we received the Metropolitan Washington Council of Governments (COG) Regional Partnership Award.

We urge you to approve the Heritage at Old Town. Alexandria has lost over 90% of its affordable housing over the past two decades. We face a housing affordability crisis in Alexandria and neighboring jurisdictions. Multiple studies including those by COG, the Urban Institute, and others demonstrate that we need both more supply and more long-term committed affordable units. This project provides both. Supply is critical to avoid displacement, and a range of tools are needed including leveraging projects like these to ensure we create more affordable units.

We work in multiple jurisdictions in the DC region and support groups in other parts of Virginia, and we can confirm that the City of Alexandria does its homework. The result here from city and community input is a project that provides the housing we need in a well-designed development, with much improved streetscape and park spaces. Alexandria offers a very walkable, mixed-use environment with excellent transit – planned to be even better with the redesigned bus network which will provide frequent all-day, seven day per week service.

The project has been designed to step down to the adjacent rowhouses. For those who claim that nearby seven-story buildings are the end of the world. They are not. For nearly 25 years I lived in Alexandria near Braddock Metro (we moved due to the need to take care of a family member) in a four-story condo building next to townhomes and 7 and 9 story condo buildings, and within sight of much taller buildings. Public housing was just a block away. The neighborhood, however, lost diversity because when those buildings were built the city did not have the strategies in place to ensure a mix of housing affordability. That's why the Residential Multifamily Zoning applied here is such an important tool – and passed unanimously by Council in 2019.

The pandemic has illustrated just who are our most essential workers and the extreme stress they are under due to high housing prices. The racial equity crisis has demonstrated how poorly we have served people of color in our community and nation. It is time to ensure a more inclusive community for the long-term. We urge you to approve the Heritage at Old Town.

Thank you.

[EXTERNAL]The Heritage Redevelopment

Cynthia Spoehr <cwsSpoehr@gmail.com>

Tue 2/2/2021 5:59 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Dear Mr. Silva,

As a planner, I am sure you must have studied the work of Jane Jacobs, with her focus on the human scale of neighborhoods, historic preservation and listening to all the voices of everyone in the city.

I am not 100% against the redevelopment of The Heritage area, but I am against allowing the developer to exceed the 55 ft. height requirement, which is in direct contradiction to the City's own 2018 Master Plan amendment. I also worry about the impact of more than TRIPLING the density of that area will have on the quality of life for residents in the City of Alexandria's Southwest Quadrant, increased traffic and overcapacity at schools, being only the first two that come to mind. I have also heard there is a potential for increased flooding.

In addition, a portion of the area is within the Old and Historic district. Tourism is a major economic force in Old Town. Tourists do not come to see modern new buildings. They can go to Roslyn for soulless canyons. And they will be less likely to come to Old Town if they have to hunt for the historic charm in and amongst the new construction.

I strongly urge the City Planning Commission to require a reduction in the heights of the buildings to 55-feet, and address residents' concerns regarding traffic, potential flooding, and school capacity. As Jane Jacobs stated **“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”**

Thank you for your careful consideration,

Cynthia Spoehr

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

Re: [EXTERNAL]Registration for Planning Commission - 2 Feb 2021

D F <fattmad@hotmail.com>

Tue 2/2/2021 5:59 PM

To: PlanComm <PlanComm@alexandriava.gov>

Planning Commission -

I'll be connected via zoom. I wish for you to understand I share many of the same concerns of the local citizens. I would like to state that I am NOT/NOT in favor of the zoning changes for docket #6. I disagree with the planning commissions 'approval' recommendation at this time. I feel the proposal is an overwhelming, ill-fit replacement of existing structures.

I welcome the opportunity to find a right size solution fitting of the community.

Thank you.

-Don

From: PlanComm <PlanComm@alexandriava.gov>

Sent: Tuesday, February 2, 2021 5:29 PM

To: D F <fattmad@hotmail.com>

Subject: Re: [EXTERNAL]Registration for Planning Commission - 2 Feb 2021

Don,

You may send any comments or written statement directly to me and I will circulate to the Planning Commission and Staff.

Warmly,

Patrick Silva

Senior Planning Technician

City of Alexandria

Department of Planning and Zoning, Room 2100

301 King Street

Alexandria, VA 22314

Patrick.Silva@alexandriava.gov

(703) 746-3806

From: D F <fattmad@hotmail.com>

Sent: Tuesday, February 2, 2021 5:24 PM

To: PlanComm <PlanComm@alexandriava.gov>

Subject: Re: [EXTERNAL]Registration for Planning Commission - 2 Feb 2021

Patrick - I wish to thank you for getting my email routed. Michael provided a reply. I can't say I fully understood everything, but I do appreciate the initial response. I suspect my questions are fairly routine.

Statement to the Planning Commission with regard to:

Rezoning #2020-00006; Development Special Use Permit #2020-10032; Transportation Management Plan Special Use Permit 2020-00084

To Members of the City of Alexandria Planning Commission,

I am resident of the Southwest Quadrant in Old Town Alexandria, Virginia, and I live in the 600 Block of South Columbus Street. I understand that the City of Alexandria's Planning Commission is an technocratic institution, and is not a political institution with oversight of the City's Zoning Ordinance which is the role of the City Council.

Given that context, there are four issues I want to bring before the Planning Commission:

1. **Tenants at The Heritage** – the families that live in The Heritage at Old Town are our friends, co-workers, school classmates, and neighbors. We want to see that they are properly taken care of during this proposed redevelopment, and that their right to housing is afforded to them as specified in the Virginia Housing Development Authority. In addition, we are in the midst of City-wide Declaration of Emergency due to COVID-19 which expires on March 31, 2021. I have not seen any evidence that the City's Department of Health has provided the necessary health clearances for The Heritage tenants to relocate when new strains of the coronavirus are spreading. **This redevelopment calls into question the human element which appears to be missing in this conversation.**
2. **Circumvention of the City's Housing Master Plan** – The owner of The Heritage at Old Town, Asland Capital Partners, and their legal representative, Walsh, Colucci, Lubeley & Walsh, submitted a DSUP to this Planning Commission proposing to ask the City Council to invoke Section 7-700 of the Zoning Ordinance to request 25-feet of "bonus density." The developers are essentially asking for a new height limit of nearly 80 feet above the 55-height restriction the City Council adopted in Ordinance No. 5165. **A recommendation by the Planning Commission to move forward with the Heritage redevelopment would like set a precedent in other areas of Alexandria for proposals in excess of 55-feet.**
3. **Fully Supportive of Affordable Housing** – The City Council and the developer has couched this development in terms of opposition to the Heritage redevelopment plan is equivalent to being in opposition to affordable housing writ-large. That not true, and is at most, an equivocal argument. The Southwest Quadrant community **fully supports** the protection and preservation of affordable housing. However, we oppose the egregious overdevelopment the DSUP applicant, Asland Capital Partners, is proposing to the City. In addition, the developer is proposing only 55 additional affordable housing units through "By-Right RMF" that is included in the 0.75 FAR's "bonus density" as stated in the PDSUP site plan. The total number of units currently at The Heritage is 244. However, this proposal calls for 750 units which is a **207% increase! If the developer were restricted to the 55-foot restriction, the developer still would earn more in**

revenue greater than the revenue the developer currently receives for buildings which are 40-50 feet in height.

4. **Building Designs** – The concept review proposal submitted by the developer is not compatible with the buildings designs as referenced in the 1993 Old and Historic Alexandria District Design Guidelines. In the Board of Architectural Review's minutes from its September 2, 2020 meeting, BAR Chairwoman Christine Roberts stated that:

“...she believes that the applicant needs to consider hiring a new architect. She believes that the revisions that have been made to the design have only served to add to the perceived height and mass of the building. The proposed design does not reference buildings within the historic district. She was concerned that the permeability mentioned in the small area plan is not being implemented in the proposed design. She mentioned that these blocks will become the precedent for the development that occurs outside the district and therefore the Board has an important role in setting the expectations for the other designs as well as these buildings.”

I believe the developer can model The Heritage redevelopment plan based on The Clayborne or Sunrise of Old Town which are consistent with the character of Old Town.

Conclusion

There is a better way for the City of Alexandria to preserve and protect affordable housing; ensure that the developer obtains significant revenue from the redevelopment; save the City's fiscal resources on rehabilitating The Heritage if that is an option neither the City nor the developer prefers; and provide building designs that are compatible with the Old and Historic Alexandria District. I submit to the Planning Commission the following recommendations:

- The redevelopment should clarify the qualifications of the “right to return” for current Heritage occupants while maintaining their safety during the COVID-19 pandemic.
- The redevelopment should maintain building heights of no more than 55 feet (which would have greater number of market rate units than currently exists).
- The redevelopment will increase the number of affordable housing units from the current number at 144 to 195 units (an increase of 55 units) that contributes towards the City Office of Housing's goals of achieving 2,000 affordable units by 2025.
- The redevelopment should propose building designs based on the designs found at The Clayborne or Sunrise of Old Town.

Thank you for taking the time to review this critically important issue for our City.

Stafford A. Ward
600 Block of South Columbus St.
Southwest Quadrant, Alexandria, Virginia

My name is Ethel Talley

My concern with this massive project is has any professional tested the ground water levels?
What were the results?

Alfred Street did one for their property a year or two ago. When they did
The ground was very muddy and the trees went into the ground

Also what is the vouchers limit for the residents . What is the process to find them housing?

IMPORTANCE OF DESIGN

As these sites are redeveloped, buildings, open space, and the public realm will be held to high standards of quality and design, ensuring that redevelopment provides value to the neighborhood and to the city while fulfilling the goals of the Strategy. Therefore, future redevelopment will comply with the Strategy's site standards to shape and improve the public realm, tree preservation, site and building design, and open space. The site standards are intended to ensure neighborhood compatibility.

Strategy, Page 20

VARIETY OF BUILDING HEIGHT

A defining element of the existing neighborhood character is the variety of building heights, differing scales, and relatively small components within the buildings. As sites redevelop, it will be important that buildings provide height variation, building stepbacks, and other comparable approaches (Figure 3.11).

Strategy, Page 27

BUILDING ARTICULATION AND MASSING

An important element for new buildings will be variety in the building streetwall through elements such as building recesses, building bays, and porches. These are important human scale elements that prevent “flat” facades and enable the new buildings to incorporate character defining elements from the neighborhood.

Strategy, Page 27

RECOMMENDATIONS

PLANNING AND LAND USE

- 3.2 Redevelopment should include a variety of housing types and building heights.

Building Height and Massing

- 3.21 Buildings will comply with the maximum building heights and appropriate building height transitions, as depicted in Figure 3.12.**

- 3.22 Buildings will provide appropriate building height transitions at the areas depicted in Figure 3.12 using methods such as the ones depicted in Figure 3.11. The specific type of transition will be required through the development review process.**

Mid-Block Pedestrian Connections

3.16 Mid-block pedestrian connections should be applied, as depicted in Figure 3.9, to avoid long building spans while providing pedestrian circulation through sites.

Building Height and Massing

3.23 Building breaks should be provided to avoid long, uninterrupted building elevations unless, during the development review process, it is determined that a comparable level of architectural variation is provided.

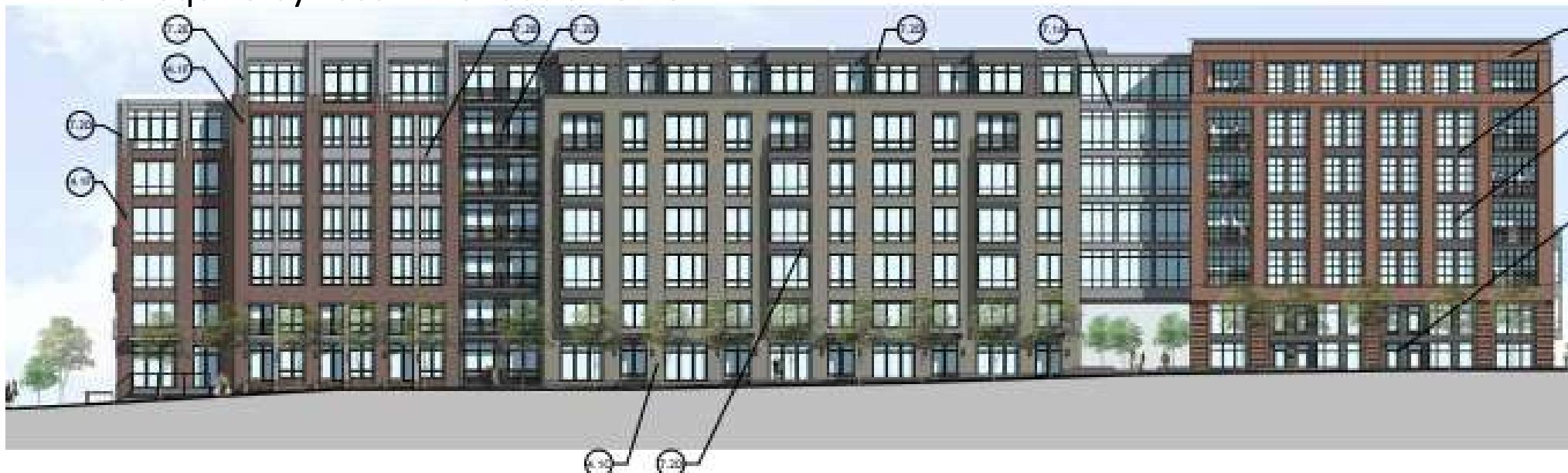
BLOCK 1

- Plans do not have a **variety in the building streetwall**.
- Plans do not exhibit a **variety of building heights** as required by recommendation 3.2.
- Plans do not exhibit compliance with the maximum **building heights and building height transition**, as required by recommendations 3.21 and 3.22.
- Plans do not exhibit have **mid-block breaks to break up the expansive building massing**, as require by recommendation 3.23.



BLOCK 4

- Plans do not have a **variety in the building streetwall**.
- Plans do not exhibit a **variety of building heights** as required by recommendation 3.2.
- Plans do not exhibit compliance with the **maximum building heights and building height transition**, as required by recommendations 3.21 and 3.22.
- Plans do not exhibit have **mid-block breaks to break up the expansive building massing**, as require by recommendation 3.23.



1 | BLOCK 4 - WEST ELEVATION

Summary

Based on the site plans submitted, Blocks 1 and 4 do not comply with key Elements and Ordinance recommendations

- Plans do not have a variety in the building streetwall.
- Plans do not exhibit a variety of building heights as required by recommendation 3.2.
- Plans do not exhibit compliance with the maximum building heights and building height transition, as required by recommendations 3.21 and 3.22.
- Plans do not exhibit have mid-block breaks to break up the expansive building massing, as required by recommendation 3.23.

Louanne Roark
Presentation
Alexandria City Planning Commission

February 2, 2021

Alexandria's Tourism Accolades

- Alexandria has successfully maintained Old Town's charm throughout the decades resulting in Alexandria receiving numerous accolades for the Old & Historic District;
- The words used most to describe Old Town are charming, history, romantic, 18th & 19th century architecture, Christmas town & magical, to name a few;
- Old Town Alexandria's accolades are due to the strict adherence to the Old & Historic building character rules applied to renovations and new construction.

The Most recent Alexandria Accolades Referencing Old Town

- Editors' Favorite Cities of the Year: 2020 Legend Awards—[Departures](#) (2020)
- The Friendliest Cities in the U.S.: 2019 Readers' Choice Awards (Alexandria #2)—[Condé Nast Traveler Readers' Choice Awards](#) (2019)
- South's Best Cities (Alexandria #7)—[Southern Living](#) (2020)
- Best Destinations for Baby Boomer Women in 2020—[Expedia AARP Travel Center](#) (2020)
- The Top 20 Destinations You Should Be Traveling to Next Year—[Departures](#) (2019)
- Most Festive Christmas Cities in the U.S.—[USA Today](#) (2019)
- Most Romantic U.S. Destinations to Spend the Holiday Season (Alexandria #4)—[Fodor's Travel](#) (2019)
- Top 3 Best Small City in the U.S. (Alexandria #3)—[Condé Nast Traveler Readers' Choice Awards](#) (2019)
- The Most Magical Christmas Towns Across the World (Alexandria #7)—[Oprah Magazine](#) (2019)
- The Perfect Southern Town for a Hallmark Christmas Movie—[Southern Living](#) (2019)
- The Coolest Suburbs in America—[Apartment Therapy](#) (2019)

Old Town Alexandria Examples of Redevelopment



Cameron Davidson/Westend61/Getty Images

Picture from the latest accolade Editors' Favorite Cities of the Year: 2020 Legend Awards—[Departures](#) (2020). **Please note the waterfront townhouses in this picture are all new construction adding to the charm of the Old & Historic District.**

SUMMARY

Preserving the Old and Historic District is beneficial to Alexandria:

- Residents
- Tourists
- City Revenue

Allowing a large, incompatible and neighborhood-dominating development project in the Old and Historic District may set a dangerous precedent for additional projects in our city, undermining decades of careful adherence to consistency with the historic character of the city.

THE BLOCK 2 PROPOSED BUILDING HEIGHT LIMIT

Table 1: Development Summary Table

BLOCK	SITE			EXISTING CONDITIONS		RECOMMENDED DEVELOPMENT		
	SITE (1)	ADDRESS	PARCEL SIZE (2)	EXISTING ZONE	EXISTING BUILDING HEIGHT LIMIT	EXISTING LAND USE	RECOMMENDED FLOOR AREA RATIO (FAR) (3)(5)	RECOMMENDED BUILDING HEIGHT LIMIT (4)(5)
2	The Heritage at Old Town	431 S Columbus	48,243	SF	FT	62'	3.0	45'-55'

Should be 45 feet to comply with the SPSAHS and meet 50 feet Old Town Height Limit

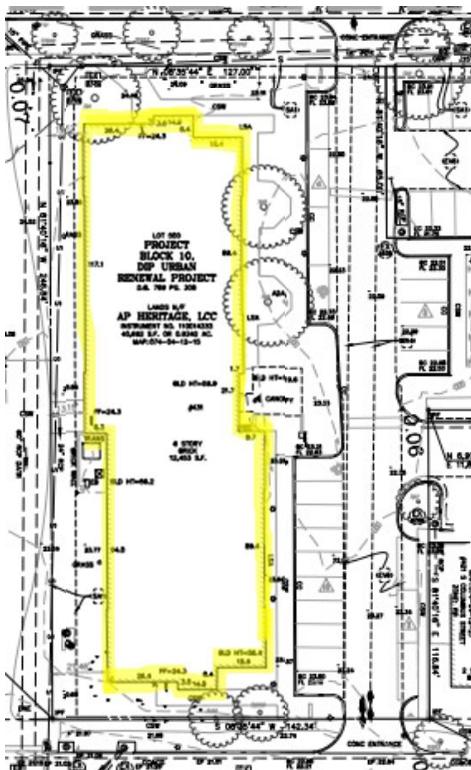


The Block 2 proposed building
DOES NOT comply with 12-102 (B)
Reconstruction. The new building
must comply with the 50 FT Old
Town Building Height Limit.

The Block 2 existing building height of 62 feet is noncomplying within the historic district 50 foot height limit.

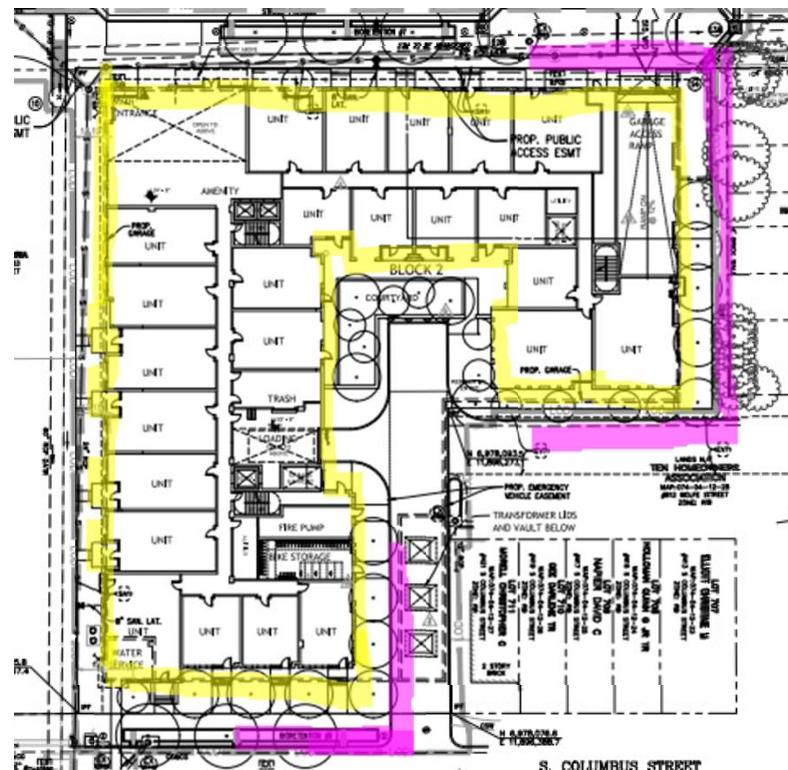
This proposed increase to 77-78 feet from 62 feet non complying height violates Zoning Ordinance Section 12-102 (B). Per City Zoning Ordinance Section 12-102 (B) which states: "12-102 (B) Reconstruction. If a noncomplying structure is destroyed, demolished or otherwise removed, it may be reconstructed provided that there is no increase in the floor area ratio, density, height or degree of noncompliance which existed prior to such destruction."

Existing Building Footprint



Block 2

Proposed New Building Footprint



Zoning code 12-102 (B)

Reconstruction. If a noncomplying structure is destroyed, demolished or otherwise removed, **it may be reconstructed provided that there is no increase in the floor area ratio, density, height or degree of noncompliance which existed prior to such destruction.** (Emphasis Added.)

Conclusion: Per Zoning code 12-102 (B) the applicant's plans do not comply with code, therefore new building height limit must adhere to the 50 feet Old Town Height Limit.

SUP Application Procedures for Section 7-700 Bonus Height and/or Density (cont.)

11-504 (B) In reviewing the application, the city council may take into consideration the following factors where it determines that such factors are relevant and such consideration appropriate:

11-504 (B)(10) Whether the proposed use will have any substantial or undue adverse effect upon, or will lack amenity or **will be incompatible with**, the use or enjoyment of adjacent and surrounding property, **the character of the neighborhood**, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety and general welfare.

11-504 (B) (11) **Whether the proposed use will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the development and use of neighboring property in accordance with the applicable zone regulations.**

In determining whether the proposed use will so dominate the immediate neighborhood, consideration may be given to:

- (a) **The location, nature, height, mass and scale of buildings, structures, walls, and fences on the site; and**
- (b) The nature and extent of landscaping and screening on the site.

HERITAGE DEVELOPMENT PLANS: BLOCK 1

OLD & HISTORIC DISTRICT BLOCK.

- Not compatible with existing neighborhood character.
- Building height, mass & scale is dominating the neighborhood of 2-3 story townhouses.



HERITAGE DEVELOPMENT PLANS: BLOCK 2

OLD & HISTORIC DISTRICT HEIGHT LIMIT IS 50 FEET NOT 80

- Not compatible with existing neighborhood character.
- Building height, mass & scale is dominating the neighborhood of 2-3 story townhouses.
- Not compatible with building height transition should be 3 stories or 35 feet.



HERITAGE DEVELOPMENT PLANS: BLOCK 4

- Building height, mass & scale is dominating the neighborhood of 2–3 story townhouses.
- Not compatible with existing neighborhood character.



SUP Application Procedures for Section 7-700 Bonus Height and/or Density (cont.)

11-504 (B)(10) Whether the proposed use will have any substantial or undue adverse effect upon, or will lack amenity or **will be incompatible with**, the use or enjoyment of adjacent and surrounding property, **the character of the neighborhood**, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety and general welfare.

The proposed development is:

- Incompatible with the character of the neighborhood
- Plan exhibits noncompliance with Ordinance 5165 recommendations 3.1, Table 1, Notes 4 & 5 regarding height and ensuring compatibility with the neighborhood.

Conclusion: Per city code, the application is noncompliant with Zoning Code 11-504 (B)(10), therefore bonus height and density should be denied.

SUP Application Procedures for Section 7-700 Bonus Height and/or Density (cont.)

11-504 (B) (11) Whether the proposed use will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the development and use of neighboring property in accordance with the applicable zone regulations.

In determining whether the proposed use will so dominate the immediate neighborhood, consideration may be given to:

- (a) The location, nature, height, mass and scale of buildings, structures, walls, and fences on the site; and
- (b) The nature and extent of landscaping and screening on the site.

The proposed buildings dominate the immediate neighborhood with its:

- Building location
- Building height
- Building mass
- Building scale
- Plan exhibits noncompliance with Ordinance 5165 recommendations 3.1, Table 1, Notes 4 & 5 regarding height and ensuring compatibility with the neighborhood.

Conclusion: Per city code, the application is noncompliant with Zoning Code 11-504 (B) (11) and Ordinance 5165, therefore bonus height and density should be denied.

[EXTERNAL]Opposition

vinlacovara@hotmail.com <vinlacovara@hotmail.com>

Tue 2/2/2021 6:34 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Hi Patrick,

I respectfully disagree with approving the Alfred-Columbus-Gibbon redevelopment of the Heritage. The increased traffic and stress on infrastructure, and the damage to the character of the historic district need to be considered in these types of projects, as well as the impact on those who have invested in keeping Old Town's character and heritage. This project would significantly damage the neighborhood.

Sincerely,

Vin Lacovara
807 Duke Street

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----Original Message-----

From: Myra Baran <mrbaran@comcast.net>
Sent: Monday, February 8, 2021 12:54 PM
To: Nancy Williams <Nancy.Williams@alexandriava.gov>
Subject: [EXTERNAL]THANK YOU

Dear Nancy,

Thank you for speaking with me last week. It was so very nice to talk with you. I appreciate your ability and willingness to listen to a frustrated Alexandrian.

Old Town Alexandria isn't understood by many who live outside its boundaries. Few understand the joys, costs and frustrations of preserving and maintaining a historic home; a home that is part of ALEXANDRIA history.

Without historic homes and buildings, there would be no tourism. Look at the devastating impact Covid has had on small business in Old Town. That alone demonstrates our dependence on tourism. Trust me, the people parking in front of my home (and blocking my driveway) are usually from Pennsylvania, North Carolina, Tennessee and Maryland. Now, during the pandemic, they're gone and look at the empty buildings. Small business casualties are everywhere. The dependence on tourism shouldn't be taken lightly.

Among the frustrations of historic home-owners are the restrictions to which we willingly agreed: no storm windows (yes, it's really cold in the winter), no modifications to anything without City approval, and don't even think about changing your front gate without getting approval. I found that out the hard way. Plasterers are very expensive. This isn't a do-it-yourself project. Nothing from Lowe's or Home Depot fits in a historic house. There are no square corners. Almost everything must be custom made—even window blinds. A standard "buy it off the rack" door will not fit a doorframe made in 1842. Yet, there is no greater joy than seeing a family pile out of an "out of state" car to be photographed in front of your home. And, just before they walk off to King Street to spend some money in our shops and restaurants!

My kids were digging in our backyard last fall and discovered pieces of china, rose-head nails and a piece from an old carriage or wagon. Through the years, they've made many such discoveries, and we have our own "museum." Explaining the radical Asland project to them is difficult. My kids are minorities, so the nasty label being assigned to those of us who oppose the Asland project is VERY difficult to explain.

Finally, we bought our home twenty years ago. The Heritage was there when we bought. We chose to live here. We love this neighborhood. And that is what it is. The Heritage is part of the neighborhood. The Asland project will strip lower income families from a home or neighborhood apartment environment and put them into a box. Asland will put families in a Sheetrock box. Families in need of affordable housing deserve a house, townhouse or neighborhood apartment—not a box in a concrete complex. And playgrounds are meaningless without a parent home to take their child to a park. Go to Windmill Hill park any morning or afternoon, and you will see that most of the kids are there with Nannies.

As a stay at home mom, I know this is a fact. I was one of the few moms not at work. So, if lower income families can't afford a Nanny, do the kids sit inside? Now, many kids at the Heritage ride their bikes and play in the grassy areas within view of a parent. Parents can let their kids step outside the door to play in the common areas—not take an elevator to walk to another complex. Try getting a muddy bike on an Asland elevator....

My family endured two years in a NYC hi-rise. The "upscale" building had several elevators. In the mornings, we had to wait through many packed elevators before one came along that we could squeeze into. Yes, my kids, myself, backpacks, trumpet case, violin case, and dog on top of other families grocery carts, kids, and strollers. It was particularly difficult to the elderly. Like sardines in a can. And Asland will take lower income families and do the same.

The Asland plan doesn't have to be Alexandria's plan. Alexandria knows Alexandrians needs. Alexandria must do what is right for families in need of affordable housing, families in historic homes and Alexandria tourist-dependent businesses.

How will the Asland project handle the elevator issue in a Covid world?

The Neighbors of Southwest cannot be heard. We are given the three minute crumb to speak. That's it. On a plan that will permanently change the face of Old Town and destroy our neighborhood and the Heritage. Don't we deserve more time? Isn't it a time to modify or waive those restrictions? Especially during a Zoom meeting? Is it wise to wait until the pandemic has passed, so we can have an real meeting?

Again, I TRULY appreciate the time you spent with me on the phone last week. You are a very patient and professional person. Alexandria needs more of you!

Sincerely,

Myra Baran

Sent from my iPhone

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