



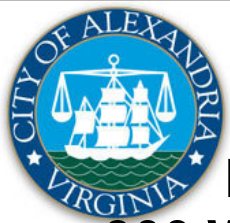
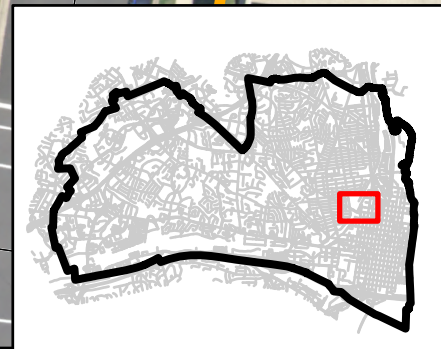
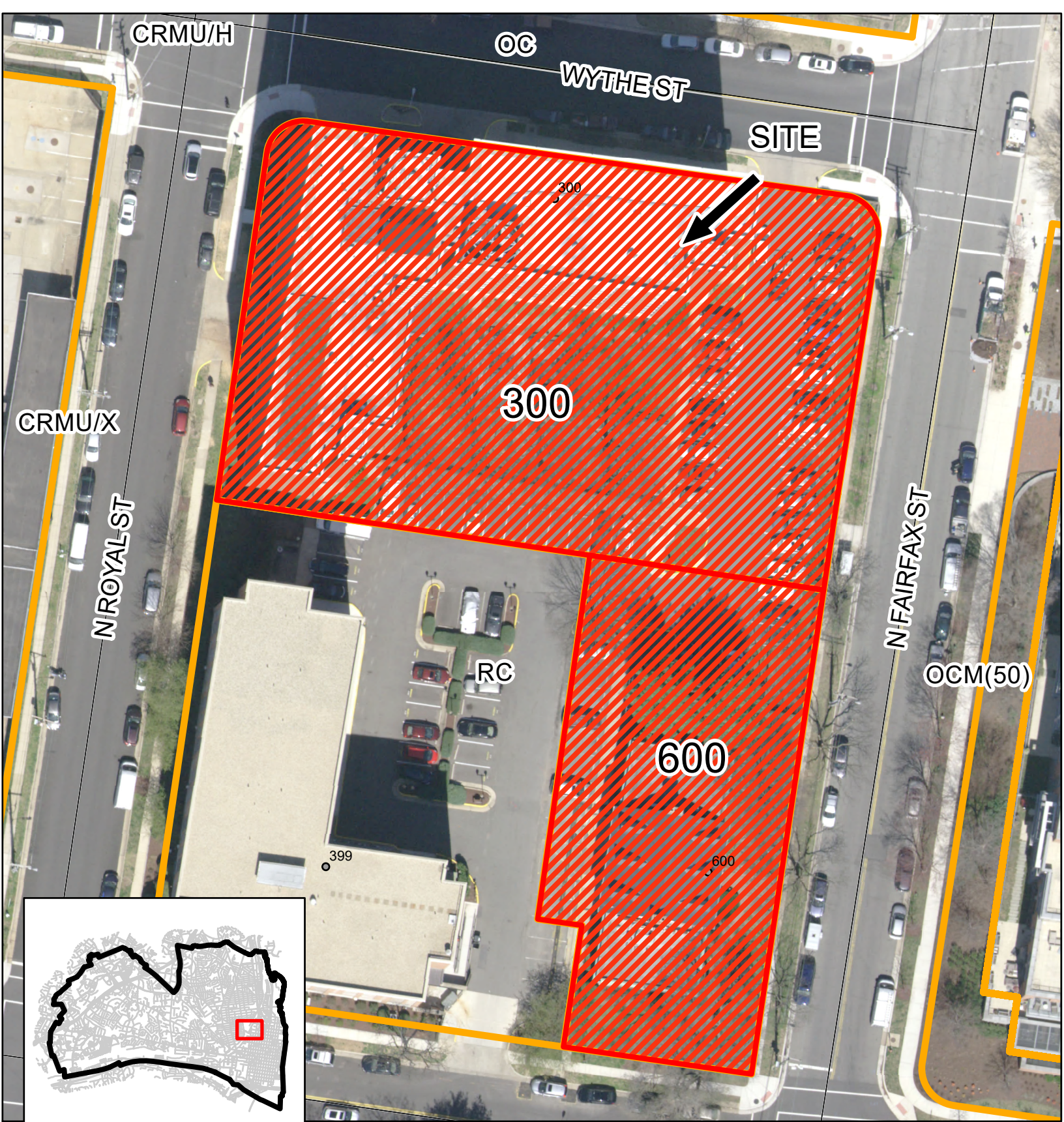
**Docket Item #4**  
**Master Plan Amendment #2023-00006**  
**Rezoning #2023-00004**  
**Development Special Use Permit #2023-10011**  
**The Ladrey**

Application	General Data	
<b>Project Name:</b> The Ladrey	PC Hearing	January 4, 2024
	CC Hearing	January 20, 2024
	If approved, DSUP Expiration	January 20, 2027
	Plan Acreage	56,520 SF (1.2975 acres)
<b>Location:</b> 300 Wythe St. & 600 N. Fairfax St.	Current Zone	RC/High Density Apartment
	Proposed Zone	RMF/Residential Multifamily
	Proposed Use	Multi-unit building
	Dwelling Units	270
	Gross Floor Area	243,251 SF, not including underground garage
<b>Applicant:</b> Alexandria Redevelopment and Housing Authority, by its agent Ladrey Developer LLC, represented by Steven Mikulic, attorney	Small Area Plan	Old Town North Small Area Plan (OTNSAP)
	Green Building	Compliance with City's 2019 Green Building Policy
	Schools	Jefferson-Houston PreK - 8 George Washington MS Alexandria City HS

<b>Purpose of Application</b>
Consideration of a request to construct an affordable, multi-unit building restricted to people aged 55 and above and people with disabilities.
<b>Special Use Permits and Modifications Requested:</b>
<ol style="list-style-type: none"> <li>1. Amendments to the Old Town North Small Area Plan to change the Recommended Height District Limits Map and the Recommended Zoning Map and update the Development Table.</li> <li>2. Rezoning from RC to RMF.</li> <li>3. Development special use permit and site plan.</li> <li>4. Special use permit to increase the floor area ratio to 3.0 in the RMF zone.</li> <li>5. Special use permit for bonus density for the provision of affordable housing.</li> <li>6. Special use permit for a parking reduction.</li> </ol>

<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<p><b>Staff Reviewers:</b></p> <p>Karl Moritz, Director, Planning &amp; Zoning      <a href="mailto:karl.moritz@alexandriava.gov">karl.moritz@alexandriava.gov</a>            Robert M. Kerns, AICP, Chief of Development      <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a>            Catherine Miliaras, AICP, Principal Planner      <a href="mailto:catherine.miliaras@alexandriava.gov">catherine.miliaras@alexandriava.gov</a>            Stephanie Sample, Urban Planner      <a href="mailto:stephanie.sample@alexandriava.gov">stephanie.sample@alexandriava.gov</a></p>





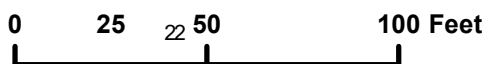
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**300 Wythe Street and 600 N. Fairfax Street - The Ladrey**



## **I. SUMMARY**

### *Recommendation*

Staff recommends **approval** of the request by the Alexandria Redevelopment and Housing Authority (ARHA), by its agent Ladrey Developer LLC, for a Development Special Use Permit with site plan and associated applications to construct an affordable, multi-unit building for people aged 55 and above, and people with disabilities. This development provides several benefits for the city and the surrounding community, including:

- One-to-one replacement of the existing deeply affordable units and 100 additional affordable units on the site.
- High quality design and architecture with differing building heights that will enhance the Old Town North neighborhood.
- Publicly accessible open space in two pocket parks with an interesting and engaging art feature integrated into the building architecture.
- Streetscape improvements consisting of widened sidewalks, street trees and BMP planters, bump outs and thermoplastic crossings at each corner, and protected street parking on three street frontages.
- Removal of surface parking.
- Sustainable features including areas of green roof and bioretention tree wells along all four street frontages, and over 3,000 SF of rooftop area dedicated to future solar panels.
- A contribution of \$30,000 to the City's Capital Bikeshare Fund.

### *General Project Description*

The applicant proposes to demolish the existing 170-unit Ladrey building to construct a new 270-unit, all-affordable building. All the existing deeply affordable units (30% Area Medium Income (AMI) will be replaced in-kind, and the additional 100 units will be available to seniors or people with disabilities at 60% and 80% AMI.

The following approvals are requested and discussed in greater detail in this report:

- Amendments to the Old Town North Small Area Plan to change the Height District Limits Map and Zoning Map and update the Development Table.
- A rezoning from RC to RMF.
- A Development Special Use Permit (DSUP) with site plan to construct a multi-unit building, 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 for the provision of affordable housing.
  - A Special Use Permit for a parking reduction.

## **II. BACKGROUND**

### ***A. Site Context***

The project site consists of two lots owned by ARHA: the 11-story concrete Ladrey Senior building (1978) and the Colonial Revival style brick building (1969) constructed as the Housing Authority's headquarters. Combined the two lots have an area of 1.2977 acres (56,520 square feet) and occupy approximately three-quarters of the block bounded by Wythe, N. Fairfax, Pendleton and N. Royal streets. The southeast corner of the block is occupied by the seven-story Annie B. Rose House (1983), another senior living facility privately owned and managed on land leased from ARHA.

Currently the block has a total of four curb cuts. A curb cut on Wythe Street and one on Pendleton Street provide access to a surface parking lot for approximately 75 vehicles. This surface lot contains parking for both the ARHA properties and the Annie B. Rose building and the existing curb cuts allow for north-south access through the middle of the block. With the new project, the Pendleton Street curb cut will provide access to the Annie B. Rose parking. The other two curb cuts being removed are associated with the Wythe Street layby at the existing building's main entrance.

The site is surrounded by residential uses on three sides: the Alexan Florence, a market-rate apartment building to the west, the Oronoco condominium to the east and the ARHA-owned Hopkins-Tancil public housing garden apartments to the south across Pendleton Street. An office building with surface parking is located across Wythe Street.

There is a slight three-to-four-foot grade change on the block, from a low at the south corner to a high in the northwest corner. There are several mature trees on the site which will be removed and narrow four-foot sidewalks.

### ***B. Detailed Project Description***

Following the demolition of the existing concrete building, the applicant proposes to construct a new L-shaped building comprised of three distinct building masses of five-, six- or seven-stories (Figure 1). The seven-story portion will front Wythe Street and wrap each corner. This portion will have a two-story concrete podium with five floors of stick-built construction above. The five- and six-story building masses along N. Fairfax Street will be frame built over a one-story podium.





Figure 1: Building massing

The building will have 270 units, including 252 one-bedrooms and 18 two-bedrooms. The building will be occupied by seniors aged 55 and above, and people with disabilities at a range of affordability from 30% AMI up to 80% AMI. All existing tenants will be permitted to return to the new project if they so desire and will receive relocation assistance.

Amenities in the building will consist of a two-story resident lounge on the first-floor fronting both N. Fairfax Street and the internal courtyard as well as a significant lobby/amenity space (12,820 GSF) that is not yet programmed but will contain uses such as a fitness room, craft/game room, mail room and computer lab. Residents will also have access to a centralized courtyard in the center of the site, adjacent to the lobby and a small rooftop deck on the five-story building portion at the southeast corner of the site, allowing for views to the river.

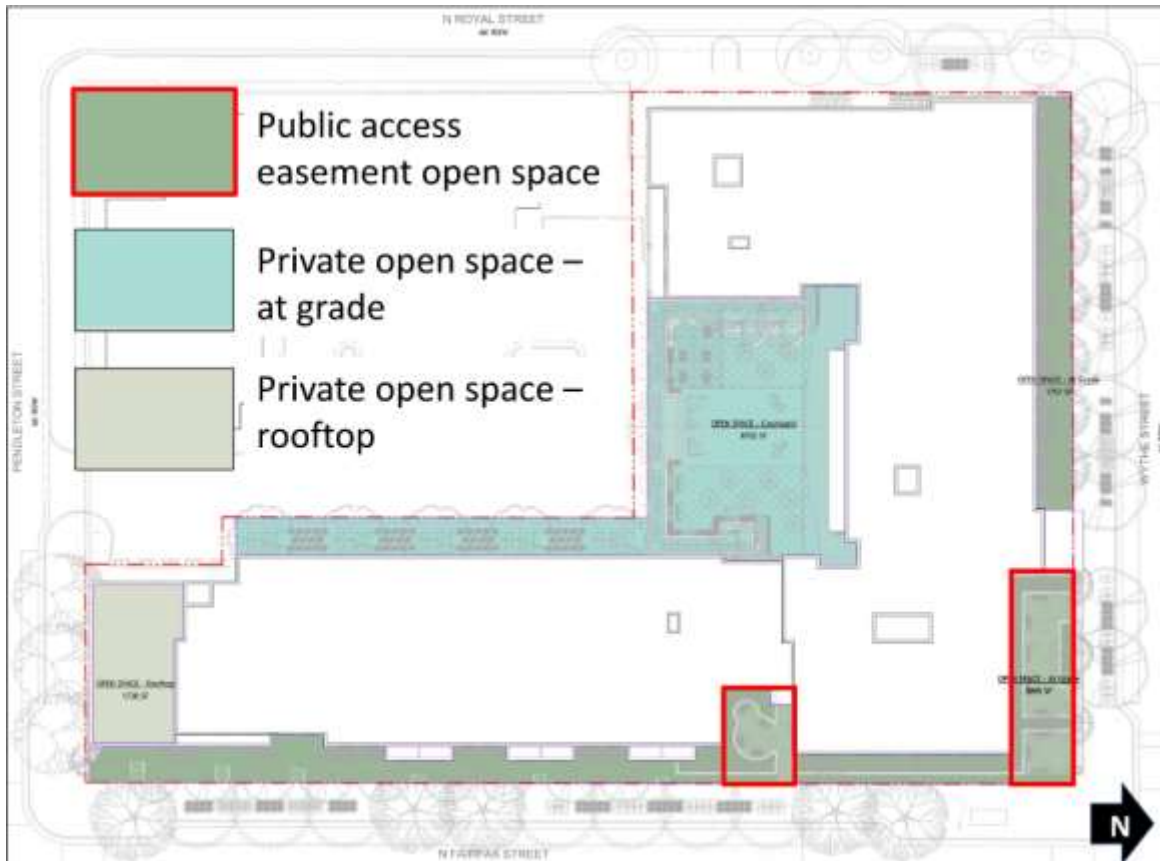


Figure 2: Proposed open space.

Publicly accessible open space along the street frontages will include two “pocket parks”, one fronting Wythe Street and the other fronting N. Fairfax Street. The Wythe Street pocket park will contain numerous benches around decorative paving and landscaping; the paving materials will be placed into a metal frame that obscures the three underground transformers and switch. The other small pocket park is in front of the “bridge” portion of the building between the six-and-seven story building masses along N. Fairfax Street. This area will include decorative paving, benches, and interpretive signage. The north facing building wall fronting this space will contain an art feature integrated into the building architecture (Figure 3).



Figure 3: Pocket Park with art wall feature

There will be numerous streetscape improvements associated with the project including the removal of all three Wythe Street curb cuts, consistent street trees (27), six-foot sidewalks, bulb outs at three corners and street parking, as well as several BMP curbside planters. On N. Fairfax Street and Wythe Street the building will be set back to allow for additional landscaping. A new bus shelter will be installed at the corner of N. Fairfax and Wythe streets. The building's primary entrance for pedestrians will be along Wythe Street under a projecting canopy and immediately in front the sidewalk will gradually slope to a depressed curb to allow for safe and easy drop-off/pick-up.

### *Building design*

The Wythe Street portion of the building will be the tallest, at approximately 80', and will wrap around to the N. Royal and Fairfax Street corners (Figure 4). The N. Royal Street elevation will contain the building's "back of house" uses such as the loading and underground parking entrances. Storefront windows to the west of the main entrance will provide views into the lobby/amenity space. Stylistically, this portion of the building will consist of a warm brick "frame" over darker gray masonry and metal, creating a grid for the individual unit windows. The entrance bay will be constructed of gray brick and will project above the roofline to accentuate this feature.





*Figure 4: Wythe Street and N. Royal Street elevation*



*Figure 5: N. Fairfax Street and Pendleton Street elevation*

The Fairfax Street elevation (Figure 5) steps down from seven stories to five stories, with a somewhat transparent “bridge” where the seven story portion steps down to six stories. The six-story section has townhouse architectural language, with townhouse-style bay spacing, projecting bay windows and individual unit entrances at grade. The five-story portion at the southernmost end relates back architecturally to the seven-story portion of the project, but at a lower scale, and includes individual doors at street level to suggest this is akin to a smaller apartment building.

Cladding materials on the building consist of brick veneer, metal panels and fiber cement. The ground floor storefront windows will be aluminum, while the residential unit windows will be solid composite vinyl windows in a variety of configurations and colors. The interior building elevations are clad almost exclusively in fiber cement in a variety of styles/applications (Figure 6).



Figure 6: Interior elevations

### III. ZONING

Table 1 – Zoning Tabulation

<b>Property Addresses</b>	300 Wythe Street & 600 N. Fairfax Street	
<b>Total Site Area</b>	56,520 SF (1.29 acres)	
<b>Existing Zone</b>	RC/High Density Apartment	
<b>Proposed Zone</b>	RMF/Residential Multifamily <sup>1</sup>	
<b>Proposed Use</b>	Multiunit residential (affordable)	
	<b>Permitted/Required</b>	<b>Proposed/Provided</b>
FAR	.75 3.0 with SUP <sup>2</sup>	3.0 <u>+.9</u> <sup>3</sup> 3.9 FAR (3.81 FAR provided) <sup>4</sup>
Height	50'	Maximum height: 85' (79'7" provided) <sup>5</sup>
Open Space	Minimum: 14,130 SF (25%)	18,092 SF (32%)
Crown Coverage	Minimum: 14,130 SF (25%)	15,000 SF (26.5%)
Parking	Minimum: 161	

<sup>1</sup> Applicant requests a rezoning from RC to RMF.

<sup>2</sup> Applicant requests a SUP for FAR increase to 3.0.

<sup>3</sup> Additional FAR achieved using Section 7-700 for bonus density.

<sup>4</sup> During the final site plan process the square footage may be adjusted as needed provided the building appearance and size do not change.

<sup>5</sup> MPA requested to increase the height to no more than 85 feet.

		118 spaces (52 standard, 60 compact, 6 accessible) <sup>6</sup>
Bicycle Parking	Minimum: 90	107 (including 8 accessible)
Loading Spaces	1	1

## IV. STAFF ANALYSIS

### A. Conformance to the City Master Plan

The portion of the block facing N. Fairfax Street, including the former ARHA headquarters and part of the surface parking lot, was identified as a development site in the 2017 Old Town North Small Area Plan (Figure 8). The Plan envisioned townhouses on this frontage with a maximum height of 50'. Because it was anticipated that the existing building would be retained and renovated, only a portion of the block is an identified development site. However, the Development Table included recommendations for the full block (Figure 7), including rezoning (to CRMU-X) and an increase in FAR/SF (to 2.5/217,930 SF), implying that additional density was envisioned on this block.

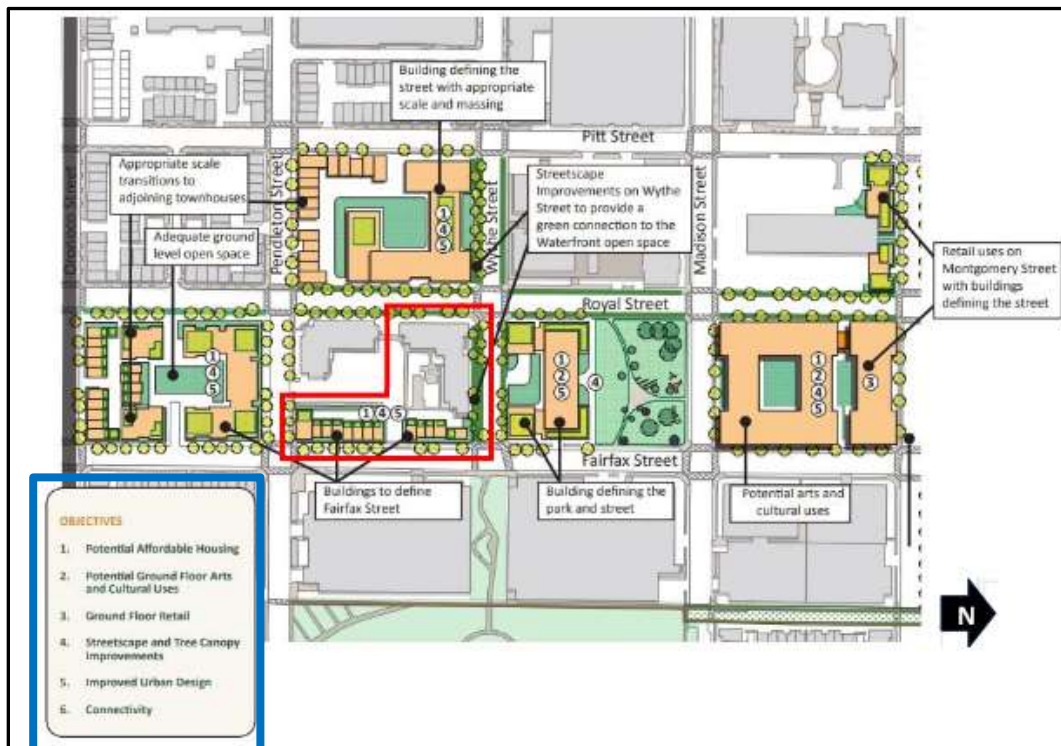


Figure 7: OTNSAP Figure 2.17 - Illustrative Concept Plan A

<sup>6</sup> A parking reduction is requested.



Site	(Combined in some cases. See Note)	Existing Development	Existing Zoning	Existing Allowable FAR	Existing Allowable Maximum Development	Proposed zoning	Proposed FAR	Proposed Height	Allowable Development (Parcel size x Max FAR)
Ladrey	38,752	104,061	RC	1.25	70,650	CRMU-X	2.5	See SAP Height Map	141,300
Former ARHA HQ	17,768	6,500							
Former ARHA HQ Liner	0	0							
Annie B. Rose	30,652	60,442		1.25	38,315	CRMU-X	2.5	76,630	

Figure 8: Relevant portion of the OTNSAP Development Summary Table

The proposal incorporates several of the objectives of the Illustrative Concept Plan – A (Figure 8; blue box), including *Potential Affordable Housing, Streetscape and Tree Canopy Improvements, Improved Urban Design and Connectivity* (to the waterfront). The project also advances several of the broader Old Town North Small Area Plan Principles, as well as the principles for Subarea 2, which is a predominantly residential zone. Both outlined below in Table 2 and Table 3:

**Table 2 – OTNSAP Plan Principles**

Elevate the importance of design excellence through design standards and guidelines.	<i>The project meets most of the Old Town North Urban Design Standards and Guidelines and where it does not, it is largely to achieve a more successful project and complies with the requested MPA/REZ requests. (See the applicant completed Attachment 1- Standards and Guidelines matrix).</i>
Achieve a balanced mix of residents and employees.	<i>The new building will house only residents with a small number of building management employees and care workers associated with the residents.</i>
Focus retail in concentrated areas.	<i>Not applicable.</i>
Establish land uses and building heights compatible with the neighborhood.	<i>The existing 11-story building will be demolished, and the proposed building will be lower in height, making it more consistent with the immediately adjacent building heights.</i>
Encourage arts and cultural uses.	<i>Not applicable. However, the proposed architectural art feature will contribute to the Plan goals of making N. Fairfax Street an “Arts Walk.”</i>
Provide amenities and strategic zoning amendments to retain and attract commercial uses.	<i>Not applicable.</i>
Establish a conceptual framework for the redevelopment of the former power plant site.	<i>Not applicable.</i>

Enhance the design of the public realm in a way that prioritizes the pedestrian.	<i>The public realm will be enhanced with underground utilities, wider sidewalks, and large setbacks to allow for additional landscaping and two pocket parks along N. Fairfax and Wythe Street. The building setback and additional landscaping along Wythe Street is consistent with the Plan's goal of providing a green connection to the Waterfront open space.</i>
Create a mix of uses with transit options offering a lifestyle that is independent of automobiles.	<i>The site is in a highly walkable and bikeable location. The project is well served by buses and a new bus shelter will be constructed along N. Fairfax Street. There are nearby Capital Bikeshare stations and several bike racks around the block.</i>
Provide a range of housing opportunities for a diverse population.	<i>The project utilizes bonus density for affordable housing through the provision of Section 7-700 of the Zoning Ordinance. The building will accommodate residents in the 30%-80% AMI range and specifically targets housing needs for the disabled and people 55 and older.</i>
Create a variety of passive and active open spaces.	<i>The plan provides private open space for residents and two publicly accessible passive open spaces for residents and the public.</i>
Promote sustainability for the former power plant site with a goal of carbon neutrality by 2040.	<i>Not applicable.</i>
Utilize sustainability measures based on the priorities of water quality, stormwater, green infrastructure, energy and green building.	<i>The project is compliant with the City's 2019 Green Building Policy and integrates green infrastructure in the form of green roofs and bioretention tree wells. A portion of the roof has been allocated for solar panels.</i>
Incorporate the history of the plan area into future redevelopment sites, parks and open spaces.	<i>The project will integrate the site's history and/or highlight the work of Dr. Ladrey, whom the building will be named after, into the proposed open spaces through the inclusion of historic interpretation elements.</i>

**Table 3 – OTNSAP Subarea 2 Plan Principles**

Utilize building heights that respect the surrounding context and scale.	<i>The range of building heights and setback variations respond to the surrounding context – the lower scale residential uses to the south and the taller buildings to the north.</i>
Promote residential building	<i>The unit layouts fronting N. Fairfax and Pendleton</i>

<p>designs that convey residential character through architectural elements on street frontages, ensuring that buildings are oriented to the street.</p>	<p><i>Streets, with their individual entries, and the building's refined architecture reflective of some of the newer nearby developments help to integrate the building within this more residential part of the Old Town North neighborhood.</i></p>
<p>Create attractive and active frontages by providing landscaping, stoops and similar elements in residential buildings with ground floor units.</p>	<p><i>Where ground floor residential uses are provided the majority will include private entrances along the street as well as areas for landscaping. The six-story building masses are intended to reflect townhouse scale and spacing while the five-story portion is intended to look like a small multifamily building.</i></p>
<p>Create contextual transitions between less intense residential uses and adjacent higher intensity developments by incorporating height variety and transitions, landscape buffers, and other similar means identified in the Design Standards and Guidelines.</p>	<p><i>The new Ladrey building will be four stories lower than the existing building and the tallest portion of the building will be at the north end so the lower scale portions can be adjacent to the existing lower scale residential buildings to the south.</i></p>
<p>Provide a combination of private and public open spaces as part of new developments that are visible and clearly accessible from the street.</p>	<p><i>The project includes a variety of open spaces, both publically accessible and private. The street facing pocket parks will create opportunities for residents and the community to engage, while the interior courtyard and roof deck will be for residents and their guests. The bridge feature and two-story resident lounge facing N. Fairfax Street will allow for views into the resident courtyard from the street, creating visual porosity in this location.</i></p>
<p>Integrate new commercial uses, where permitted, in a compatible manner with the adjoining buildings and uses.</p>	<p><i>Not applicable.</i></p>

*Master Plan Amendment*

The applicant has requested a master plan amendment to the *Recommended Height District Limits* map to increase the project height from 50' to no more than 85'. The *Recommended Height District Limits* for this block in the OTSNAP retained the 50' height limit for the entire block, despite two existing buildings on the block being significantly over 50' (Figure 9). The proposed building height for each building mass is as follows: five-story portion 55'8"; six-story portion 67'4"; and the seven-story portion 79'7". Staff has no objection to the proposed height increase,



which transition from taller high-rise buildings to the north to the lower scale residential uses to the east, west and south. Even with the proposed height increase, the project will be four stories lower than the existing Ladrey building and is adjacent to recommended height limits of 77' to the north, east and south and 50'/70' to the west (Alexan Florence, former WMATA bus barn).

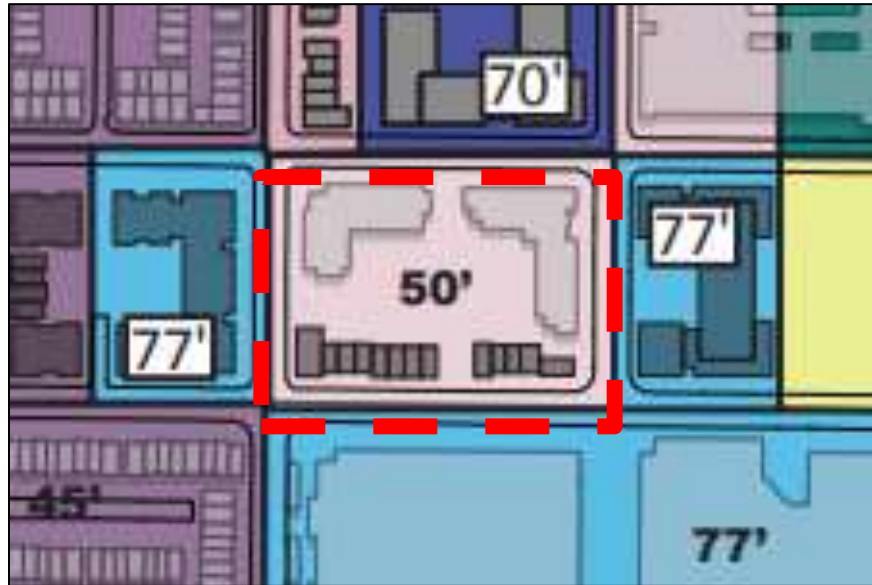


Figure 9: Ladrey block in the OTNSAP Recommended Height District Limits (figure 2.14)

The OTNSAP Development Summary Table (Figure 2.08 in the Plan; Figure 8 above) must also be updated to reflect the proposed new zoning, FAR, height and total allowable development. As noted above, although the plan did not identify the existing Ladrey or Annie B. Rose as development sites, the table did recommend changes to the zoning, FAR and height for these properties.

## **B. Rezoning**

The applicant requests a rezoning from RC/High Density Apartment to the RMF/Residential Multifamily. When the OTNSAP was adopted in 2017, the plan recommended that the block be rezoned to CRMU-X/Commercial Residential Mixed Use (Old Town North) Zone. Shortly after the adoption of the plan, the RMF zone was created to “provide land areas for multiunit residential development and to enhance or preserve long term affordability of housing,” according to Section 3-1401 of the Zoning Ordinance. The rezoning to RMF allows for a more straightforward approach to gaining greater density and more affordable housing, consistent with the City’s broader goals related to the production of affordable housing.

The RMF zone allows for an increase in FAR up to 3.0 with a special use permit (SUP) if the applicant commits to providing committed affordable housing in the building (one-third of the total floor area above .75 FAR) that is affordable to households with incomes that average 40 percent of the area median income. Discussion and analysis of the SUP request is in the Special Use Permit section below.

Staff recommends approval of the rezoning for several reasons: 1) the proposal is consistent with the principles of the Old Town North Small Area Plan objective to provide affordable housing in this block, consistent with the City's Housing Master Plan and Regional Housing Goals; 2) the project meets the OTNSAP vision to provide a variety of housing choices and building types that are affordable and accessible to a diverse range of ages, incomes, abilities, and household sizes; 3) the increased density associated with the rezoning and the use of Section 7-700 results in the creation of an additional 100 affordable units beyond the requirement to maintain the 170 existing public housing units; and, 4) the project provides quality urban design and enhances the existing streetscapes around the project.

### ***C. Compliance with City Policies***

#### ***Sustainability***

The City's 2019 Green Building Policy established that newly constructed buildings should achieve a minimum green building certification level of LEED Silver (or equivalent) and meet the City's identified performance points for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality.

The sustainability approach for the project utilizes several programs, including National Green Building Standard (NGBS), the Department of Energy's Zero Energy Ready Home (ZERH), EPA's Indoor airPlus (IAP). While the City's policy requires NGBS Silver, the preliminary scoresheet indicates that the project will exceed NGBS Gold. Per ZERH, a minimum area of 440 SF of roof area must be dedicated for the installation of solar panels in the future; the applicant has reserved over 3,000 SF for future installation of solar panels

Other design features will include a canopy along the south facing storefront windows at the lobby and amenity space to provide additional protection from the summer solar pattern. West, north, and east facing units along the street-facing facades will maximize views and daylight for all units. The project has access to quality transit including bus lines immediately adjacent to the site and will be providing a reduced parking footprint. EV car charging stations, priority parking for low emitting fuel efficient vehicles, and generous bicycle parking are planned.

The building envelope, wall and roof assemblies, and windows and doors will meet or exceed building code requirements and will be included in the building energy model with an emphasis on thermal performance and energy reduction. Air sealing and additional measures with an emphasis on thermal performance are planned for the project. Use of highly reflective roof materials are planned to reduce the heat island effect. Building lighting will be incorporated and analyzed in the building energy model. Interior and exterior lighting will be selected with an emphasis on reducing energy within the project and will be carefully placed to reduce light pollution. Plug and process loads will be incorporated and analyzed in the building energy model. Where possible, priority will be given to equipment and appliance selections to reduce energy within the project, such as Energy Star appliances in all units and common area spaces.

WaterSense-labeled fixtures, Energy Star appliances, low-flow water fixtures, and building and unit level metering are all planned to reduce water usage. Native and drought resistant will be incorporated in the courtyard and streetscape design.

### ***Public Art Policy***

The 2014 Public Art Policy specifically exempts ARHA or non-profit affordable housing developers. The applicant indicates that they will provide ownership documentation during final site plan to demonstrate that the project is exempt. From the beginning, the applicant designed the project to include an artistic feature integrated into the building architecture. This element will be an interesting and engaging addition to N. Fairfax Street, the identified “arts walk” in the OTNSAP.

### ***Affordable Housing Policy***

The project is being undertaken by the Alexandria Redevelopment and Housing Authority (ARHA) in partnership with the Winn Companies and IBF Development. The project site comprises two parcels both of which are owned by ARHA. ARHA operates the Ladrey Senior High-Rise Apartments (Ladrey) at 300 Wythe Street; the 600 North Fairfax Street site, which previously served as ARHA’s headquarters, is vacant. A new 270-unit affordable rental community building will be constructed on the site of the two buildings.

The current Ladrey community has 60 studios and 110 one-bedroom public housing units affordable at 30% of Area Median Income (AMI) (Table 1). The new development will have 252 one-bedroom units and 18 two-bedroom units.

The RMF zone was created in 2019 following the adoption of the South Patrick Street Housing Affordability Strategy to incentivize the preservation and production of deeply affordable housing. In exchange for an increase in density from 0.75 FAR (floor ratio ratio) to up to a 3.0 FAR, a project must provide one third of the increase in density as housing affordable to households with incomes averaging 40% AMI. This is the sixth project in the city to propose using this zone.

Floor area associated with the RMF rezoning: 169,560 sqft

Minimum floor area affordable to households with incomes averaging 40% AMI: 127,170 sqft

Average residential unit: 798 sqft (includes prorated common area footage)

Number of required units affordable to households with incomes averaging 40%

The proposed project has requested a rezoning to the Residential Multifamily Zone (RMF). The zone will enable the 1.3-acre site to secure additional density for the purposes of creating new deeply affordable housing, with sixty-three percent of the units proposed to be deeply affordable at 30% Area Median Income (AMI), seven percent at 60% AMI and thirty percent at 80% AMI (Tables 1 & 2). The 170 units at 30% AMI will meet the requirements of the RMF Zone. All of the units will be committed affordable for a minimum of 40 years.

In addition, the proposed project is utilizing bonus density through Section 7-700 of the Zoning Ordinance. This will result in an additional 45,961 sq ft, or 19 units, affordable at 60% AMI.

**Table 1: 2023 Area Median Household Incomes for DC Metro Area**

Area Median Income by Household Size	1-Person	2-Person	3-Person	4-Person
<b>30% AMI</b>	\$31,650	\$36,200	\$40,700	\$45,200
<b>40% AMI</b>	\$42,200	\$48,240	\$54,280	\$60,280
<b>60% AMI</b>	\$63,300	\$72,360	\$81,420	\$90,420
<b>80% AMI</b>	\$84,400	\$96,480	\$108,560	\$120,560

Source: HUD 2023

**Table 2: Proposed Unit Mix by Level of Affordability and Size\***

Unit Mix/Level of Affordability	30% AMI	60% AMI	80% AMI	Total
1-Bedroom	160	18	74	<b>252</b>
2-Bedroom	10	2	6	<b>18</b>
<b>Total</b>	<b>170</b>	<b>20</b>	<b>80</b>	<b>270</b>

\*The unit mix is subject to potential change to maximize LIHTC scoring.

The affordable project preserves 170 existing deeply affordable rental units for seniors and people with disabilities and adds 100 new affordable units for these populations. The existing units are currently public housing units affordable at 30% AMI. They are being preserved in accordance with Resolution 2876, a joint commitment between the City and ARHA to maintain the city’s supply of 1,150 publicly supported housing units, including replacing any demolished units on a one-for-one basis. ARHA is replacing all of the Ladrey units on site.

These 170 replacement units will remain affordable at 30% AMI in the new building using Tenant Protection Vouchers funded by the U.S. Department of Housing and Urban Development (HUD). These vouchers will convert to HUD-funded Project-Based Vouchers upon the proposed project’s completion. The 100 net new affordable units will be funded by Low-Income Housing Tax Credits (LIHTC) and affordable at 60% and 80% AMI.

This development program implements two important Housing Master Plan goals:

- Preserving the long-term affordability and physical condition of the existing stock of publicly assisted rental housing; and
- Providing safe, quality housing choices that are affordable and accessible to households of all ages and abilities.

In addition, the project contributes towards the 2021 ALL Alexandria Resolution to advance racial and social equity and supports the two of the goals of the 2023 COG Regional Fair Housing Plan:

- Implementing preservation policies designed to preserve affordable housing and prevent displacement with a goal of no net loss of existing affordable rental units; and
- Increasing community integration and reducing housing barriers for people with disabilities.



### *LIHTC Application and Subsidy Sources*

If this project is successful in receiving City Council approvals for its land use application, the applicant plans to apply for LIHTCs in Spring 2024. Other subsidy sources include 170 Project-Based Vouchers, a permanent mortgage secured by HUD, and possibly other soft loans.

### *Tenant Engagement*

The applicant has also been hosting monthly tenant meetings in the Ladrey community room since April 2022 with an average of 65-70 residents attending every month. During these meetings, the applicant has continued to inform residents about the status of the development and solicit resident feedback about the project, including the building's appearance, unit finishes, and desired community amenities. The Winn Companies also established an office in the building in October 2022, which is open four days a week in the afternoons to answer resident questions and listen to resident concerns and input about the development and relocation process.

### *Relocation Planning*

Ladrey is currently occupied. The applicant has contracted with Housing to Home (HTH) as the relocation coordinator to provide case management to households before and during temporary relocation. Relocation will be done at no cost to the tenants; tenants will be issued Tenant Protection Vouchers (TPV) which will allow them to continue paying no more than 30% of their income for rent. HTH will assist residents to complete paperwork associated with TPVs, locate temporary housing with rents in accordance with HUD payment standards, and physically relocate.

Residents of Ladrey will have the option relocate to available units in ARHA's portfolio, available units in the housing portfolio of the Winn Companies, or units within the private housing market in and around the city. HTH has been part of the relocation team for The Heritage relocation and has pre-existing relationships with landlords throughout Alexandria. Each tenant will be given up to three unit options that fit their household's needs. HTH also intends to partner with local service providers to ensure continuity of services for residents through its Connected Communities program; this program assists residents in retaining social ties even if they are living in different areas.

### *Approval of City Boards and Commissions*

Consistent with the RMF Zone Tenant Assistance and Relocation Policy, ARHA presented a draft Relocation Plan to the Landlord-Tenant Relations Board (LTRB) on October 4, 2023 for its consideration. The Plan, which was unanimously approved, outlines notification and relocation assistance requirements for existing tenants to mitigate the impacts of the proposed redevelopment, as well as the right to return for all income eligible households in good standing (Attachment 2). The Tenant Relocation Plan states that tenants will begin to temporarily relocate off-site beginning in fall 2024.

In addition, the applicant briefed the Commission on Aging on the project on November 9, 2023 and shared information on the planned relocation process, resident services, rents, and building design. The applicant team answered all of the Commission's questions about relocation, resident services, building design, rental amounts, and more.

The applicant presented its Affordable Housing Plan to the Alexandria Housing Affordability Advisory Committee (AHAAC) at AHAAC's December 7, 2023 meeting. The Affordable Housing Plan was unanimously recommended to the City Council for approval (Attachment 3).

#### *Section 106 Approval*

Because the proposed project is considered a federal undertaking, the applicant must comply with Section 106 of the National Historic Preservation Act, a program which is administered by the City on HUD's behalf locally. The applicant hired EHT Tracerics to complete a Phase II Architectural Survey, which found that neither the ARHA administration building nor the Ladrey high-rise meets the National Register of Historic Places eligibility criteria for individual listing. As required under Section 106, the applicant consulted with the State Historic Preservation Office which is the Virginia Department of Historic Resources (DHR). DHR concurred with the conclusion that the buildings were not eligible for the National Register. Due to the report findings, only one Section 106 consulting party meeting was held.

#### ***D. Site and Building Design***

The site plan and building design has evolved from the pre-concept charrette to the preliminary plan, as the project came into greater focus and City staff and the applicant team worked together. Improvements to the site plan included consolidating curb cuts along N. Royal Street and removing a proposed layby along Wythe Street and creation of the at-grade drop-off/pick-up area in front of the main entrance. Architecturally, the southernmost portion of the building was reduced to five-stories to create a more sensitive transition to the lower scale buildings to the south, the bridge element was made more transparent and lounges were added on each floor facing N. Fairfax Street to create some degree of openness along the N. Fairfax elevation. From a design perspective, the applicant continued to evolve the design details at the request of staff and the resulting architecture will be of the same high quality as other nearby new projects. Staff believes that the new Ladrey building will be a compatible addition to this part of the Old Town North neighborhood.

#### ***E. Urban Design Advisory Committee (UDAC)***

UDAC has an advisory role in reviewing development applications, per Section 6-505 of the Zoning Ordinance, using the review criteria provided in the Urban Design Standards & Guidelines for Old Town North (OTNUDSG), a companion document to the OTNSAP. The OTNUDSG aim to promote "high-quality architectural and urban design within an established urban context and to encourage a cohesive and attractive environment" within the planning area. The standards and guidelines were utilized by staff and UDAC in the review of the development, and were influential in shaping building massing, general site design and streetscape for the proposal. The guidelines included in the OTNUDSG are "defined criteria" that should be incorporated into a development proposal to the "extent possible," while standards "necessitate a higher level of review." The proposal meets the standards and guidelines (provided the master plan amendment is approved).

The applicant presented the project to the UDAC three times: July 26, 2023; September 6, 2023; and October 11, 2023. The proposal was endorsed (5-0) by UDAC at the October meeting, with

a request that the applicant continue to refine the pedestrian drop off area to make it as safe and accessible as feasible. Staff notes that since the October UDAC meeting the applicant has made further refinements to the drop-off area, which now includes a fully depressed curb, sloping sidewalk and detectable warning pavement.

The October 30, 2023, UDAC endorsement letter to Planning Commission and City Council is included as Attachment 4.

***F. Open Space, Pedestrian and Streetscape Improvements***

The project exceeds the amount of required open space with a mix of publicly accessible and private open spaces typical of an urban infill development site. The following open space is proposed:

***Table 4 – Open Space***

<b>OPEN SPACE</b>	<b>AMOUNT</b>
<b><i>Required per RMF Zone</i></b>	<b><i>14,130 SF (25% of site area)</i></b>
<b><i>Total Provided</i></b>	<b><i>18,092 SF (32% of site area)</i></b>
<i>At-grade publicly accessible</i>	<i>7,652 SF (42%)</i>
<i>At-grade privately accessible</i>	<i>8,702 SF (48%)</i>
<i>Above-grade privately accessible open space (roof deck)</i>	<i>1,738 SF (10%)</i>

Section 3-1408 of the Zoning Ordinance places criteria on RMF-zoned properties for applicants seeking a SUP for up to 3.0 FAR in the zone regarding open space and community amenities. 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 of uses.
- (B) The ability of the development to provide residents of all units’ access to all amenities within the development.

The OTNSAP envisioned a break between townhouses in the illustrative development site plan, allowing for porosity into the center of the block. However, given the senior and disabled population the building will be constructed as a single structure, instead of townhouse rows, to allow for greater ease of movement for the future residents. The “bridge” element was introduced to break up the building mass along N. Fairfax Street and provide views into the resident open space in the middle of the block. Further, a variety of building amenities and open spaces, both public and private, will allow residents to participate in both active and passive activities.

***Public Access Easements***

The applicant will grant public access easements over the two pocket parks on Wythe and N. Fairfax streets.

### *Historic Interpretation*

The OTNSAP includes a requirement that all DSUP projects “incorporate a historic interpretation component as part of the review and approval process.” Per conditions of approval, the applicant has already begun to outline themes for interpretation, including recognizing Dr. Ladrey, whom the existing and future building is named for. The applicant has indicated that the art wall along N. Fairfax Street may be designed to reflect the surrounding community and its history. Details will be finalized during the Final Site Plan process.

### ***G. Parking, Loading & Transportation***

The project did not meet the threshold for a Multimodal Transportation Impact Study, so the applicant submitted a Trip Generation and Parking Justification Memo (Attachment 5). The memo includes a review of existing transportation amenities, existing parking and trip generation, as well as proposed parking and findings related to the proposed parking reduction.

#### *Parking and Loading*

Fifty-one surface parking spaces will be removed for the construction of the new Ladrey and parking will be from a single curb cut on N. Royal Street which will provide access to the loading space as well as the underground parking. The garage will include 116 parking spaces and includes five accessible spaces and a van space, as well as parking for over 100 bicycles (note that the project includes a request for a parking reduction, discussed in the SUP section below). The applicant is in the process of outlining the operations for the controlled access garage, which will be accessible to residents, employees and visitors.

#### *Curbside Drop-off/Pick-up*

The current Ladrey building has a drop-off/pick-up layby with two curb cuts on Wythe Street near the intersection with N. Royal Street. To minimize curb cuts and pedestrian conflicts, and to meet the recommendations in the OTNSAP related to pedestrian safety and a green connection to the waterfront area, this layby has been removed. The new project includes a 23-foot length of depressed sidewalk and curb to facilitate safe drop-off/pick-up at the building’s main entrance along Wythe Street.

#### *Residential Parking Permits*

The Trip Generation and Parking Justification Memo includes an evaluation of existing on-street parking occupancy and utilization per the City’s RPP for New Development Policy. As a result of the data collected, future residents of the development will be eligible for a residential parking permit because the average on-street parking occupancy was lower than 85 percent (69 percent).

#### *Transit and Bicycle Facilities*



The site is well-served by a robust variety of transit options, including the Old Town Circulator and DASH Route 34, which provide connections to the Braddock Road Metrorail Station and the King St-Old Town Metro station. There are also several nearby Capital Bikeshare stations. N. Royal Street has shared bike lanes with sharrows painted on the street and the Mount Vernon Trail is just a block to the east from the project site. The project will also include resident bicycle parking spaces in the parking garage and bike racks in the public right-of-way.

### *Transportation Management Plan*

The applicant is required to contribute to the City-wide Transportation Management Plan in accordance with Section 11-700 of the Zoning Ordinance and Conditions 51 through 53.

## ***H. Stormwater***

### *Stormwater*

The proposed project will comply with both the stormwater quality and quantity requirements of Chapter XIII of the Zoning Ordinance. The project proposes to use a combination of bioretention planters, a green roof, and a manufactured treatment device. These proposed BMPs will result in exceeding the required phosphorus reduction by 25% and will also provide a 64% reduction in phosphorus from the pre-development condition. The stormwater quantity requirements will be met through the forementioned proposed BMPs, which treat 100% of onsite impervious area, in addition to a stormwater vault located in the footprint of the garage.

## ***I. Special Use Permits***

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve Special Use Permits (SUPs), several which are included with this application. The Zoning Ordinance requires that the approval of the SUPs associated with the development application:

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; and
3. Will substantially conform to the master plan of the city.

A summary of each SUP requested with this application along with a rationale for approval is provided below.

### *Increase in Residential FAR to 3.0 in the RMF Zone*

The applicant has requested an increase in FAR up to 3.0 in the RMF zone. 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 of 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 section above details the applicant’s affordable housing and relocation plans, which follow these requirements. All units in the building will be affordable, with 170 at the lowest level of affordability and the remainder targeted for households with an AMI at 60% and 80%.

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 area residents and workers, as the building massing, height and scale transitions from the larger scale buildings in Old Town North.
2. The increase in density allows for viable multiunit affordable housing redevelopment in a transit-rich area and includes several site improvements such as fewer curb cuts, generous landscaping and publicly accessible open space and consistent street trees and street parking.
3. Allowing for added density for affordable housing is consistent with the goals and recommendations of the OTNSAP and the City’s affordable housing goals.

*Bonus density for the provision of affordable housing (Section 7-700)*

The applicant has requested a SUP for additional density for the provision of affordable housing. This density bonus requires an additional 19 affordable units at 60% AMI; however, the applicant proposes an additional 81 units (100 total additional units) at 60% and 80% AMI. The proposed height is being achieved through the associated Master Plan Amendment and therefore they are not seeking any additional bonus height.

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 area residents or workers, as the building fits within this transitional area as the buildings become taller to the north and more mixed-use in nature and lower-scale residential to the south.
2. The increase in density allows for a diversity of residents in the neighborhood and the pedestrian improvements around the project site will be a benefit to the larger community.
3. Allowing for added density at this site and the provision of on-site affordable housing is consistent with the goals and recommendations of the OTNSAP and the City’s overall goals of preserving and increasing affordable housing.

*Parking Reduction*

The applicant is requesting a special use permit for a parking reduction, providing 118 parking spaces in the underground parking garage instead of the required 161 spaces, a 43-space reduction. The applicant has provided a parking study which included an evaluation of current parking occupancy data, which averages .29 spaces per unit for the existing 170-unit building, as well as the expected parking demand, which would provide .33 spaces per unit with the 118 spaces. Even with the slight parking demand increase based on the increased number of units, the number of spaces provided will exceed the demand. There are several transit options near the project site,

including the Old Town circulator and multiple bus lines going to both nearby Metro stations. As the existing parking utilization indicates, the elderly and disabled have a lower car ownership rate than the average person.

Based on the three criteria City Council considers in their approval of SUPs, staff supports the approval of this SUP:

1. The parking reduction will not have any adverse health or safety effects on any user of the site.
2. The parking provided and multimodal character of the area will be sufficient to manage parking demand.
3. Providing a “right-sized” amount of parking in mixed-use, walkable areas is consistent with the goals of the Master Plan.

***K. School Impacts***

The Ladrey site falls within the following school boundaries: Jefferson-Houston PreK-8, George Washington Middle School and Alexandria City High School. The City and Alexandria City Public Schools (ACPS) have jointly developed a Student Generation Rate, but it does not have a student rate for senior housing projects. If there are children who live in a household of a senior or disabled individual, the number of new students generated is likely to be minimal.

**V. COMMUNITY**

The applicant hosted three community meetings and attended several City-sponsored meetings where the project was discussed (Table 5). The applicant created a website and engaged in additional outreach to neighboring property owners and Homeowners’ and Condominium Associations. Regular updates were also provided to the following local civic organizations: NOTICe, Old Town North Community Partnership and Old Town North Alliance board meetings.

***Table 5 – Meetings***

<b>DATE</b>	<b>MEETING</b>
March 15, 2023	Applicant meeting with immediate neighbors (in-person)
June 21, 2023	Community Meeting #1 (hybrid)
June 21, 2023	Section 106 Consulting Party Meeting (hybrid)
July 26, 2023	UDAC #1 (hybrid)
September 6, 2023	UDAC #2 (hybrid)
September 7, 2023	Applicant team meeting with Annie B. Rose owner
September 19, 2023	Community Meeting #2 (hybrid)
October 4, 2023	LTRB Meeting (in-person)
October 11, 2023	UDAC #3 (hybrid)
November 8, 2023	Community Meeting #3 (hybrid)

November 9, 2023	Commission on Aging (hybrid)
December 7, 2023	AHAAC Meeting (hybrid)

## VI. CONCLUSION

Staff recommends approval of the master plan amendment, rezoning and development special use permit with site plan, and all associated special use permits subject to compliance with all applicable codes and the following staff recommendations.

## VII. GRAPHICS

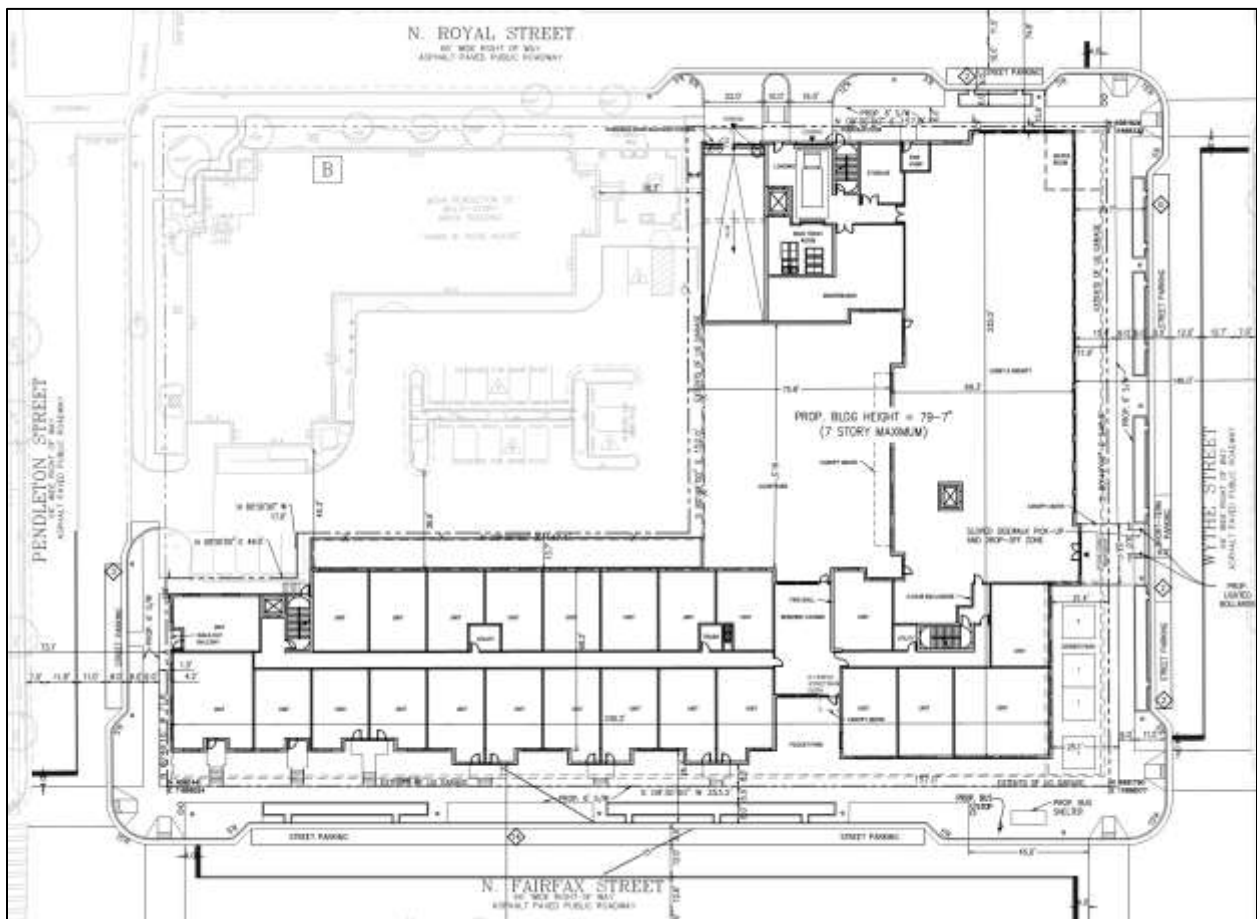


Figure 10: Site plan

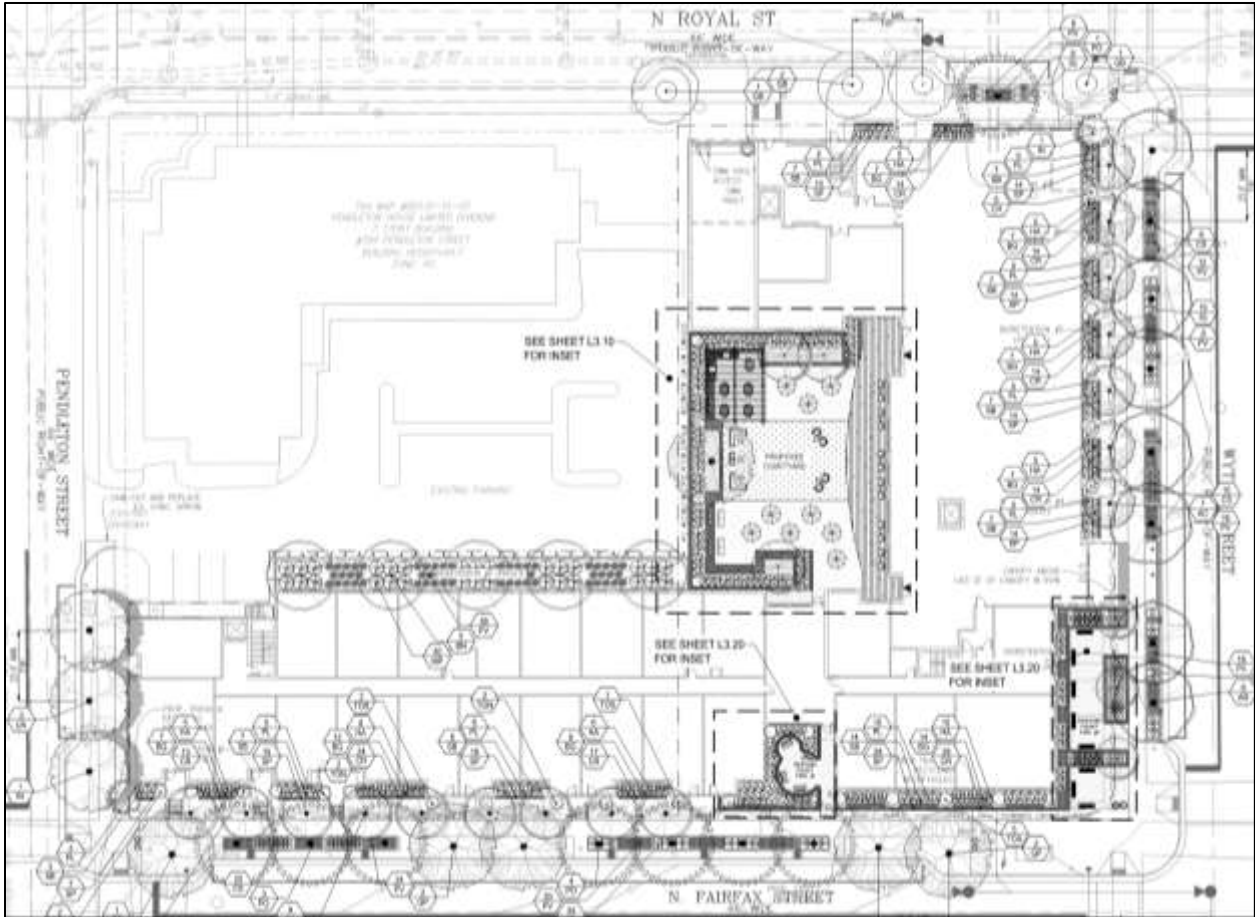


Figure 11: Landscape plan



Figure 12: Street elevations





Figure 13: Interior elevations

## VIII. CONDITIONS

## IX. ATTACHMENTS

- (1) OTNSAP Standards and Criteria Matrix
- (2) Tenant Relocation Plan for Ladrey Senior Highrise, October 4, 2023
- (3) Affordable Housing Plan for Ladrey Senior Highrise, November 14, 2023
- (4) UDAC endorsement letter, October 30, 2023
- (5) Trip Generation and Parking Justification Memo, December 6, 2023

## **STAFF RECOMMENDATIONS**

1. The Final Site Plan shall conform substantially with the preliminary plan dated November 14, 2023, and comply with the following conditions of approval.

### **I. SITE PLAN**

2. Per § 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless the applicant commences substantial construction of the project within 36 months after initial approval and the applicant thereafter pursues such construction 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 they have not yet commenced substantial construction. The applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit the plat and all applicable easements 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) \*
  - a. Provide public access easements to the satisfaction of the Directors of P&Z, RP&CA and T&ES for the areas identified on the Public Access Easement Exhibit dated December 7, 2023 (Sheet EXB231207).
4. Record the plat and submit a copy of the recorded plat, dedications, and deeds with the first application for a building permit. (P&Z) (T&ES) \*\*
5. Show site utilities compatibly with other site conditions on the site plan to the satisfaction of the Directors of P&Z and T&ES prior to Final Site Plan release, specifically: (P&Z) (T&ES) \*
  - a. Locating above grade service openings and required clearances for items such as transformers, telephone, HVAC units, and cable boxes.
  - b. Minimizing conflicts with plantings, pedestrian areas, and major view sheds.
  - c. Excluding above grade utilities from dedicated open space areas and tree wells.
  - d. Screening all utilities from the public right-of-way.
6. Provide a lighting plan with the Final Site Plan, unless otherwise identified below, to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of P&Z and T&ES in consultation with the Chief of Police and Code administration shall include: (P&Z) (T&ES) (Code) \*

- a. The location of all existing and proposed streetlights and site lights, shading back less relevant information.
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. A photometric plan with lighting calculations encompassing all existing and proposed streetlights and site 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.
  - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
  - e. The numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - f. Full cut-off lighting as applicable to prevent light spill onto adjacent properties. Provide a plan distinguishing between the site with all streetlights and other pertinent off-site lighting and the site without streetlights and off-site lighting to demonstrate how the plan complies with light spill regulations.
  - g. Additional lighting to achieve City standards if existing lighting within the City right-of-way adjacent to the site does not meet the minimum standards.
  - h. Basic, approved Dominion Energy Suburban Colonial 3000k street light fixtures in the City right-of-way.
  - i. All site lights designed to meet City of Alexandria photometric standards shall have photovoltaic switches.
  - j. The location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
  - k. Details indicating proposed light pole and footings relative to the adjacent grade and pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
  - l. Light-colored concrete (painted or dyed) for walls and ceilings in all garages to increase reflectivity and improve night lighting levels. \*\*
  - m. A minimum of 5.0-foot candle-maintained lighting for underground/structured parking garages. When unoccupied the lighting levels may be no less than 1.5-foot candles. \*\*
  - n. Light fixtures for the open canopies and underground/structured parking garages shall be recessed into the ceiling for any areas visible from the public right-of-way. \*\*
7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan. The unit numbers shall comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and continue in this

scheme for the remaining floors. Indicate the use of each unit (i.e., residential, retail, office). (GIS) \*

8. Provide a georeferenced CAD file in **AutoCAD 2018**.dwg format that adheres to the National CAD Standards prior to Final Site Plan release. The file shall have the dimension plan including existing conditions, proposed conditions, and grading elements. (P&Z) (DPI) (GIS) \*
9. Sheeting and shoring, support of excavation shall not extend beyond the property line, except when the applicant has obtained a written release or encroachment from adjacent property owners which has been reviewed prior to Final Site Plan release and recorded in the Land Records. (P&Z) (Code) \*

#### **A. BUILDING**

10. Provide a building code analysis with these building code data prior to Final Site Plan release: (1) use group, (2) number of stories, (3) type of construction, (4) total floor area per floor, (5) height of structure, (6) non-separated or separated mixed use, and (7) fire protection system requirements. (P&Z) (Code) \*
11. The building design, including the appearance, color, and quality of materials; final detailing; three-dimensional expression; and depth of all plane changes, shall be consistent with the elevations dated November 14, 2023, and the following conditions. Provide this information regarding materials and design to the satisfaction of the Director of P&Z prior to Final Site Plan release: (P&Z) (Code) \*
  - a. Samples of actual window glazing, frame, and sash components proposed for each area of the building in the color and material that will be provided (may reduce sample sizes for ease in handling).
    - i. Window sizes and types.
    - ii. Window mullion dimensions and projection in front of face of glass.
    - iii. Window frame, sash, and mullion materials.
    - iv. Any windows visible from a public park or right-of-way shown as simulated divided light type shall be either true divided light, or at a minimum shall include between the glass spacer bars aligned with exterior muntins; any such exterior muntins shall project not less than 3/8 inch beyond the face of glass and be reflected in the window samples provided. Grills located between the glass will not be supported.
  - b. No fiber cement shall be installed on street-facing elevations below the building podium (two-story podium fronting N. Royal, Wythe and N.

- Fairfax streets and the one-story podium along N. Fairfax and Pendleton streets).
- c. Where fiber cement façade panels are permitted, they shall not use a wrap-around trim for mounting to the substructure but may use either a batten system to conceal the joints or a rainscreen type installation. If exposed fasteners are proposed, they may be either concealed or if exposed, shall be finished to match the adjacent panels and their location integrated into the overall design.
  - d. The underside of all balconies shall be finished and present a visually cohesive appearance.
  - e. Where specified by the governing Small Area Plan and accompanying Design Guidelines, or by the governing CDD documents, the maximum percentage of fiber shall be interpreted as the percentage of *solid façade* that is fiber cement (excluding glazed portions of the elevation). Typically, such restrictions shall apply to building facades that face any public right-of-way or public open space, along with any portions of open courtyards that are visible from same.
  - f. Coordinate the design, color, and materials of all penthouses, rooftop mechanical areas, and rooftop screening with the overall architecture of the building, as regards massing, materials, and detailing/expression.
  - g. The recessed or projecting depth of brick rustication must be a minimum of 3/4 inches.
  - h. Where plane changes in facades are proposed, they shall generally not be less than two feet.
  - i. Where dissimilar materials meet, they must typically meet at an interior corner; where that is not possible, such transitions shall occur at a significant plane change or reveal.
  - j. All ground floor non-unit windows shall remain transparent, except as otherwise allowed by the City of Alexandria Zoning Ordinance.
  - k. Placing or constructing items that block visibility through windows of the interior non-unit space from the street and the sidewalk, including but not limited to walls, window film, storage cabinets, carts, shelving, boxes, coat racks, storage bins, and closets, shall be prohibited.
12. The proposed north-facing building wall along N. Fairfax Street with an applied artistic feature is considered a permanent architectural feature and it should be designed and installed to ensure its longevity. Coordinate with City staff in the selection of an artist and durability of art wall materials.
  13. Provide detailed drawings in realistic colors to permit evaluation of key building elements such as the building base, entrances, entry canopy, stoops, windows, balconies, railings, cornices, and other ornamental elements, and material details including the final detailing, finish, and color of these elements prior to Final Site Plan release. (P&Z) \*



- a. The drawings shall be enlarged and coordinated plan-section-elevation studies, typically at ¼" = 1'-0" scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections.
  - b. Separate design drawings shall be submitted for each primary building typology, different wall, or bay type.
  - c. When warranted by the three-dimensional complexity of the design, the applicant shall provide isometric vignettes of special conditions or building areas to the satisfaction of the Director of P&Z.
  - d. All structures must remain within the property (e.g., balconies, railings, and canopies), unless permitted under the City of Alexandria Code or an encroachment has been obtained.
14. Provide the items listed below to allow Staff to review the materials, finishes, and architectural details. These materials shall conform substantially to the preliminary plan and the current *Guidelines for Preparation of Mock-Up Panels*, Memo to Industry effective at application submission.
- a. Prior to ordering final building materials, provide a materials board that includes all proposed materials and finishes at first Final Site Plan. The materials board shall remain with P&Z until the issuance of the final Certificate of Occupancy, when Staff will return all samples to the applicant. (P&Z) \*, \*\*\*
  - b. Staff may request more detailed/extensive materials relating to the proposed fenestration, such as samples of the glazing, frame, and sash components, and including whether the windows will be double-or-triple glazed and have simulated divided lights. \*
  - c. Drawings of mock-up panel(s) that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. \*
  - d. An on-site, mock-up panel using the approved materials, finishes, and relationships shall be constructed for Staff review and approval. Per VCC108.2 concrete or masonry mock-up panels exceeding 6-ft. require a building permit. The panel(s) shall be constructed and approved prior to vertical (above-grade) construction and before ordering building materials. Locate the panel so that it receives sunlight from the same predominant direction as will the finished structure. \*\*
  - e. The mock-up panel shall remain on-site, in the same location, and visible from the right-of-way without entering the site throughout construction until the issuance of the first Certificate of Occupancy. (P&Z) (Code) \*\*\*

## **B. OPEN SPACE/LANDSCAPING**

15. Develop a palette of site furnishings for review and approval by Staff prior to Final Site Plan release. \*

- 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 bins, recycling receptacles, and other associated features. City standard materials are mandatory in all public right-of-way. (P&Z) (T&ES)
16. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls prior to Final Site Plan release. Indicate methods for grade transitions, handrails, directional changes, and above and below-grade conditions. Coordinate with adjacent site and building conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, T&ES, and Code. (P&Z) (T&ES) (Code) \*
  17. Post sign(s) stating that open space public access easements are open to the public, noting any operating hours, other restrictions and contact information to facilitate reporting of issues. Show the sign locations and design on the Final Site Plan and install the signs prior to the issuance of the first Certificate of Occupancy. (P&Z) (RP&CA) \*, \*\*\*
  18. All publicly accessible open spaces shall be maintained and managed by the applicant/owner or its successors. The applicant is responsible for providing a maintenance plan that includes maintenance practices, standards and frequency for all hardscape, landscaping, furniture, and related infrastructures for all publicly accessible open spaces to the satisfaction of the Director of Recreation, Parks & Cultural Activities (RP&CA).
    - a. The owner or designee shall be responsible for all costs to operate and maintain all publicly accessible open spaces. Costs shall include the life cycle replacement of materials and components depicted in the landscaped design.

### **C. TREE PROTECTION AND PRESERVATION**

19. Provide a Tree and Vegetation Protection Plan per the City of Alexandria's Landscape Guidelines for approval prior to Final Site Plan release and implement the plan for the duration of construction. (P&Z) (RP&CA) \*

### **D. ARCHAEOLOGY**

20. Provide an Archaeological Evaluation and implement a Resource Management Plan prepared by an archaeological consultant, as outlined in the City of Alexandria's Archaeological Standards prior to Final Site Plan release. If archaeological work needs to occur alongside demolition and construction activities, then the applicant must demonstrate this necessity to the satisfaction of the City Archaeologist. (Archaeology) \*

21. Complete all archaeological field work prior to Final Site Plan release, Grading Plan, and any other permits involving ground disturbing activities (e.g., coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping, and other excavations as defined in § 2-151 of the Zoning Ordinance) subject to the approval of the City Archaeologist. The City Archaeologist may approve ongoing work subject to an Archaeological Evaluation Plan and Resource Management Plan to recover significant resources before or in concert with ground disturbing activities. (Archaeology) \*
22. Call Alexandria Archaeology at (703) 746-4399 two weeks before starting any ground disturbance to arrange an inspection or monitoring. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology) \*
23. Call Alexandria Archaeology immediately at (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 discovery area 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) \*
24. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failing 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) \*
25. The final Certificate of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. (Archaeology) \*\*\*

#### **E. PEDESTRIAN/STREETSCAPE**

26. Provide the pedestrian improvements listed below to the satisfaction of the Directors of P&Z and T&ES. Complete all pedestrian improvements prior to the issuance of the final Certificate of Occupancy. (P&Z) (T&ES) \*\*\*
  - a. Install ADA accessible pedestrian improvements serving the site.
  - b. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be six feet.
  - c. Sidewalks shall be flush across all driveway crossings.
  - d. All newly constructed curb ramps shall be concrete with detectable warning and shall conform to current VDOT standards.

- e. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street.
  - f. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development.
  - g. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan. Alternative crosswalk treatments must be approved by the Director of T&ES.
  - h. All below grade utilities placed within a City sidewalk shall be integrated with the adjacent paving materials and to minimize any visible impacts.
27. The final design details of the Wythe Street pick-up and drop-off zone shall be coordinated during review of the Final Site Plan. (T&ES)

## **F. PARKING**

28. All residential parking shall be unbundled (i.e., the cost to purchase or rent a parking space is separate from the cost to purchase or rent the residential unit). (T&ES)
29. Advertise off-site visitor parking spaces to residents and visitors with signage visible from the entrance. Provide information regarding off-site visitor parking spaces in the lease/purchase agreements. (T&ES)
30. Provide a Parking Management Plan with the Final Site Plan submission that complies with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. To release the Final Site Plan, the Parking Management Plan shall be approved by the Departments of P&Z and T&ES. (P&Z) (T&ES) \*
31. Share parking occupancy, including but not limited to counts of entries and exits for parking facilities, with the City upon request. (T&ES)
32. Parking spaces within the garage that are required to comply with zoning requirements may be made available for public/off-site if excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (TE&S)
33. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. The Traffic and Parking Board must approve any on-street parking changes desired after the Signature Set approval. (P&Z) (T&ES) \*

34. Provide bicycle parking per 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](http://www.alexandriava.gov/bicycleparking).
35. Provide details on the locations and types of bicycle parking on the Final Site Plan. Install bicycle parking prior to the issuance of the first Certificate of Occupancy. (T&ES) \*, \*\*\*
36. Provide Level 2 electric vehicle chargers for at least two percent of the required parking spaces, rounded up to the next whole number parking space. (T&ES)
37. At least 75 percent of the required parking spaces shall be electric vehicle charger ready per these requirements: (T&ES)
  - a. Size and install the conduit correctly based on the number and location of future Level 2 chargers.
  - b. Label parking space location junction box for the future electric vehicle charger.
  - c. Provide available physical space within the utility closet for future cabinetry required to add vehicle chargers to the electrical panel.
  - d. Additional conduit does not need to account for transformer sizing.
  - e. Parking space(s) can include the dimensions of the EV charger.
38. Update parking counts on the cover sheet to indicate the number of electric vehicle charger and electric vehicle charger ready parking spaces and show the location of these spaces prior to Final Site Plan release. (T&ES) \*

## **G. SUSTAINABILITY**

39. The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Climate Action Officer or the Director of P&Z. (OCA) (P&Z)
40. The project shall comply with the requirements of the current City of Alexandria Green Building Policy at the time of DSUP approval. Diligent pursuit and achievement of this certification shall be monitored through these requirements unless exempted by the certification rating systems and the Green Building Policy:
  - a. Provide evidence of the project's registration with LEED, Green Globes, NGBS, or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist from the P&Z website showing how the project plans to achieve the certification and clearly indicate that requirements for the priority performance points are being met as defined by the City of Alexandria's Green Building Policy. \*



- b. Provide an updated copy of the draft certification scorecard/checklist prior building permit release for above-grade construction to show compliance with the Green Building Policy. \*\*
- c. Provide updated building energy performance analysis and building energy use intensity (EUI) (energy use per sq. ft.) prior to release of the building permits for above-grade construction. \*\*
- d. Provide a draft commissioning plan and verification, if required by the Green Building Rating System and the building code, from a certified third-party reviewer that includes items “i” through “v” below, prior to receiving building permits for above-grade construction. \*\*
  - i. A narrative describing 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.
- e. Provide updated water efficiency documentation for the priority performance points as defined by the City of Alexandria’s Green Building Policy prior to building permit release for above-grade construction. \*\*
- f. Provide updated documentation for the indoor environmental quality priority performance points as defined by the City of Alexandria’s Green Building Policy prior to the release of building permits for above-grade construction. \*\*
- g. Provide evidence that design phase credits (for the certifying party) have been submitted by the first Certificate of Occupancy. \*\*\*
- h. Provide evidence showing that the requirements for priority performance points for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria’s Green Building Policy for Design Phase credits to the U.S. Green Building Council, Green Globes, or Earthcraft (or equivalent) prior to issuance of a Certificate of Occupancy. \*\*\*
- i. Provide documentation of applicable green building certification prior to approval of the performance bond clearly indicating that the priority performance points requirement for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality have been achieved as defined by the City of Alexandria’s Green Building Policy. \*\*\*\*

- j. Failure to achieve the certification level, as required by the City of Alexandria's Green Building Policy, will be evaluated by City Staff to determine whether a good faith, reasonable, and documented effort was made to achieve the certification level to the satisfaction of the Director of P&Z and the Climate Action Officer.
- 41. Post information on the City of Alexandria's Reuse Directory in a public place near trash collection area for residents of multifamily buildings that exceed 100 units and send proof to T&ES staff prior to the issuance of the first Certificate of Occupancy. The directory is available at: <https://www.alexandriava.gov/tes/solidwaste/info/default.aspx?id=19202#NewCityofAlexandriasReuseDirectory> (T&ES) \*\*\*
- 42. The building shall use electricity except for limited accessory elements of the building such as emergency generators. For these limited accessory elements, the buildings shall support low cost and easy conversion from fossil fuel to electricity in the future. (OCA)
- 43. Demonstrate that the roof(s) are solar ready, with the necessary conduit and available electrical panel area to enable future solar panel installation, on the Final Site Plan. (T&ES)(OCA)

## **II. TRANSPORTATION**

### **A. STREETS/TRAFFIC**

- 44. Repair any of the City's existing public infrastructure that is damaged during construction per the most recent version of the T&ES Design and Construction Standards, or to the satisfaction of Director of T&ES, prior to Performance Bond release. (T&ES) \*\*\*\*\*
- 45. Conduct a pre-construction walk/survey of the site prior to any land disturbing activities with T&ES Construction & Inspection Staff and Code Administration Staff to document existing conditions prior to Final Site Plan release. (T&ES) (Code) \*
- 46. Slopes on parking ramps to garage entrances and exits 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, a minimum of 10 feet in length transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half the difference in slope between two adjacent sections. Final design shall be to the satisfaction of the Director of T&ES prior to Final Site Plan release. (T&ES) \*

47. Any wall mounted obstructions at the wall end of a parking space shall be limited to no more than 24 inches extended from the wall and at least 48 inches from the garage floor. Areas with obstructions that exceed this requirement will not count as parking spaces. (T&ES) \*\*\*\*
48. Provide full curb to curb restoration for any asphalt patches larger than 20 percent 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 prior to Performance Bond release. (T&ES) \*\*\*\*
49. 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. (T&ES)
  - 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. Install sharrows consistent with AASHTO guidelines on North Royal Street.
50. Street names and addresses must be obtained for mail delivery (addressed per the front door) and for emergency services (addressed per street access) prior to Final Site Plan release. (P&Z) (T&ES) (GIS) \*

## **B. TRANSPORTATION MANAGEMENT PLAN**

51. Contribute to the Citywide Transportation Management Plan (TMP) at the rate specified by the current TMP policy. Unless the upfront payment or partial upfront payment option is chosen as described below, payments are due once per year no later than September 30 for 30 years with rates adjusted annually for inflation based on the April-to-March Consumer Price Index change reported by the Bureau of Labor Statistics. (T&ES)
  - a. Projects that obtain their first Certificate of Occupancy prior to July 1, will have their first year of assessment in the current calendar year. Projects that obtain their first Certificate of Occupancy on July 1 or later will have their first year of assessment in the next calendar year.
  - b. A development may receive a 35% discount for paying the entire 30-year amount (unadjusted for inflation) prior to receipt of the first Certificate of Occupancy. Under this option, no further TMP payments are required. \*\*\*
  - c. A development may receive a 25% discount for paying one quarter of the entire 30-year amount (unadjusted for inflation) before receipt of the final Certificate of Occupancy and five standard subsequent payments over the next five years. The five annual payments will be made no later than

September 30 each year. After these payments are made, no further TMP payments are required. \*\*\*

52. The applicant/owner may request permission to manage its own TMP fund subject to the approval of the Director of T&ES. The property must have achieved specific single occupancy vehicle targets for at least three years in a row, as specified in the current TMP policy, and have provided the City with detailed information about how the applicant/owner will manage the TMP for the development. Development would retain the annual TMP contributions and must spend it exclusively on transportation related activities approved by the Director of T&ES or designee. (T&ES)
53. Designate an on-site TMP Coordinator prior to the issuance of the first Certificate of Occupancy. Provide the name, address, email, and telephone number of the coordinator to the City's Mobility Services Division, updating this information annually or as needed. This person will be the City's point of contact for the development and will be responsible for paying invoices, coordinating with staff on TMP-related activities as needed. (T&ES) \*\*\*

### **C. BUS STOPS AND BUS SHELTERS**

54. Show all existing and proposed bus stops, shelters, or benches on the Final Site Plan. All proposed facilities shall be ADA compliant, and all proposed bus shelters shall include a bench, illumination, the ability to accommodate digital real-time bus information screens, and electric connections to the satisfaction of the Director of T&ES. The final bus shelter and bus stop bench design shall meet City standards to the satisfaction of the Director of T&ES, available at: [www.alexandriava.gov/6548](http://www.alexandriava.gov/6548). Bus shelters require a building permit. (T&ES) (Code) \*
55. Bus stops on North Fairfax Street shall meet ADA requirements and City Standards to the satisfaction of the Directors of P&Z and T&ES. Submit the locations and designs for review and approval prior to Final Site Plan Release and install the stops prior to the issuance of the final Certificate of Occupancy. (T&ES) \*, \*\*\*
  - a. For stops where bulb outs are possible, the bulb out shall be at least 35-ft. long parallel to the curb (excluding the taper) and extend at least 8-ft. into, including the gutter pan, the roadway from the curb face if installed on the near side of an intersection with on-street parking so that a bus may pull up safely to the curb when cars are parked in adjacent spaces. If installed on the far side of an intersection, then the bulb out shall be at least 45-ft. long parallel to the curb (excluding the taper area) and extend at least 8-ft. from face of curb to the gutter pan of the bulb out, while maintaining 11 ft. travel lanes.

- b. The proposed bus stop pole shall be located an additional 10-feet away from the shelter, to avoid obstructing the loading area.
  - c. Bus stop passenger loading pads should be installed parallel to the roadway and perpendicular to the curb, unobstructed, illuminated, and made of concrete or other sturdy, non-slippery materials. Exclude passenger loading pads from areas with storm drain inlets, catch basins, and other obstacles.
  - d. The loading pad shall be at sidewalk grade, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than two percent.
  - e. The loading area shall be at the front of the boarding zone and accessible from a bus shelter and adjacent sidewalks and crosswalks.
56. Any street trees located near bus stops should use the following guidelines to avoid conflicts with buses serving bus stops and other vehicles per the City's Landscape Guidelines, specifically: (P&Z) (T&ES) \*
- a. Exclude trees for 70-ft. at and around the bus stop, including the 20-ft. approach, 40-ft. for the bus serving the stop, and 10-ft. for departure.
  - b. Ensure vertical clearances of at least 15-ft. to the canopy and prune branches out of the vehicle lanes.

### **III. PUBLIC WORKS**

#### **A. WASTEWATER/SANITARY SEWERS**

57. The sewer connection fee must be paid in accordance with City Code Sec. 5-6-25.1(a). Provide ownership documents at final site plan to evaluate applicability of an ARHA exemption under City Code Sec. 5-6-25(c)(2). (T&ES)\*
58. Comply with the Combined Sewer System Management Policy set forth in the Memo to Industry 23-02, City of Alexandria's Water Quality Volume Default, and state stormwater quality and quantity requirements. The project is proposing to discharge both sanitary flow and stormwater runoff from the project site to the fully separated sanitary and storm sewer system. (T&ES)

#### **B. UTILITIES**

59. If a franchise agreement has not been entered into with the City, locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)
60. Underground all overhead power and communication lines fronting the development prior to the Performance Bond release. (T&ES)\*\*\*\*
61. Do not locate transformer and switch gears in the public right-of-way. (T&ES)



62. All new fire hydrants on public streets shall be City owned and maintained. All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative. Hydrants must be installed and functional prior to issuance of the Certificate of Occupancy. (T&ES) \*\*\*

### **C. INFORMATION TECHNOLOGY**

63. To the satisfaction of the Director of Planning & Zoning, construct a conduit grid per the specifications listed below that minimizes the need for post-development excavation and/or right-of-way impacts when installing fiber/cables for high-speed internet access. (ITS) (P&Z)
64. Construct all conduits using schedule 80 PVC or HDPE and install them to a depth of 3-feet. Install a pull line and tracer within each conduit. (ITS)
65. All conduit on private property will be owned and maintained by the property owner. Unless otherwise specified, conduit on public right-of-way will be owned and maintained by the City. (ITS) (T&ES)
66. Provide a minimum of two diverse entrance conduits for each building (East/West or North/South) with a minimum of two 4-inch conduits for each entrance drop. Terminate each conduit drop to a 36-inch by 48-inch installed hand hole within the public right-of-way or at a nearby accessible location. Include two, four-inch open access conduit risers for each floor. (ITS)
  - a. Enable telecommunications providers to install cables in the conduit. Designating exclusive access to a single provider is not allowed.
  - b. Provide a fiber optic installation plan that provides the required specifications prior to the Final Site Plan release. (ITS) \*
  - c. Submit a digital as built in CAD or GIS that details the fiber conduit installation prior to the issuance of the Certificate of Occupancy. (ITS) \*\*\*

### **D. SOLID WASTE**

67. The point of collection shall be as agreed upon between the owner and the private collector duly licensed, provided that such point shall not be in a public right-of-way and shall not hinder or interfere with parking, traffic, or pedestrians. (T&ES)
68. Purchase and install two public space trash receptacles and two public space recycling receptacles to the satisfaction of the Director of T&ES prior to Performance Bond. (T&ES) \*\*\*
  - a. Trash receptacles shall be Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid.

- b. Recycling receptacles shall be Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band dedicated to recycling collection.
69. Place the receptacles in the right-of-way along the property frontage at strategic locations as approved by the Director of T&ES and as shown on the Final Site Plan.
- a. To the extent that that the receptacles cannot be located where accessible for public collection, the applicant may agree to placing approved containers on private property and contract for private collection, disposal, and maintenance.
70. The applicant may reuse existing receptacles, if any, along the site frontage if they are in good shape and acceptable to T&ES Resource Recovery.

#### **IV. ENVIRONMENTAL**

##### **A. STORMWATER MANAGEMENT**

71. 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. Complying 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. (T&ES) \*
72. Provide a 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 prior to Final Site Plan release. 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) \*
73. Design all stormwater Best Management Practices (BMPs) to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs, including site specific plan views, cross sections, planting plans, and complete design calculations for each BMP prior to Final Site Plan release. (T&ES) \*
74. 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, prior to Final Site Plan release. (T&ES) \*

75. Complete construction inspection checklists and associated photographic documentation for each stormwater BMP and detention facility. Submit all documents required by The City of Alexandria As-Built Stormwater Requirements including as-built plans, CAD data, BMP certifications, and completed construction inspection checklists prior to Performance Bond release. (T&ES) \*\*\*\*
76. Construct and install the stormwater BMPs required for this project under the direct supervision of the design professional or their designated representative. Submit a written certification from the design professional to the Director of T&ES prior to Performance Bond release certifying 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) \*\*\*\*
77. Install descriptive signage for surface-installed stormwater BMPs (e.g., Bio-Retention Filters, Vegetated Swales) prior to the submission of As-Built Plans to the satisfaction of the Director of T&ES. (T&ES) \*\*\*\*
78. Submit two originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum as part of the Final Site Plan #2. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) \*
79. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the Final Site Plan #2. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) \*
80. 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 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:
  - a. An explanation of the functions and operations of the BMP(s),
  - b. Drawings and diagrams of the BMP(s) and any supporting utilities,

- c. Catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers,
  - d. A copy of the executed maintenance service contract, and
  - e. 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. Submit a copy of the maintenance agreement to the City prior to Performance Bond release. (T&ES) \*\*\*\*
81. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division prior to Performance Bond release. (T&ES) \*\*\*\*
82. Submit a certification by a qualified professional that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations prior Performance Bond release to the satisfaction of the Director of T&ES. If maintenance of the facilities or systems were required to make this certification, provide a description of the maintenance measures performed. (T&ES) \*\*\*\*

#### **B. WATERSHED, WETLANDS, & RPAs**

83. Use standard city markers to mark all on-site stormwater curb inlets and public curb inlets within 50 feet of the property line to the satisfaction of the Director of T&ES. (T&ES)
84. For sites that contain marine clays, account for marine clay or highly erodible soils in the construction methodology and erosion and sediment control measures. (T&ES)
85. Provide Environmental Site Assessment Notes that delineate, map, describe, and/or explain these environmental features (if located on site):
- a. Individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams, and associated buffers,
  - b. Highly erodible and highly permeable soils,
  - c. Steep slopes greater than 15 percent in grade,
  - d. Known areas of contamination; springs, seeps, or related features, and
  - e. A listing of all wetlands permits required by law. (T&ES)

#### **C. CONTAMINATED LAND**

86. Indicate on the plan whether any soil and groundwater contamination are present. Submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES) \*

87. 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 occur until these items have been submitted and approved by the Director of T&ES: (T&ES) \*
- a. 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. A Risk Assessment indicating any risks associated with the contamination.
  - c. A Remediation Plan detailing any contaminated soils and/or groundwater, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by two 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. A Health and Safety Plan with measures to take 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. Justify the air monitoring determination in the Health and Safety Plan submitted for review.
  - e. 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 these 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 and 1222 (Bituminous Coal).
88. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the applicant must notify T&ES, Office of Environmental Quality immediately. Should unanticipated conditions warrant, stop construction within the affected area until the appropriate environmental reports identified in “a” through “e” above are submitted and approved at the discretion of the Director of T&ES. This shall be included as a note on the Final Site Plan. (T&ES) (Code) \*
89. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas 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 vapor barrier

and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES) (Code)

#### **D. SOILS**

90. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments prior to Final Site plan release. (T&ES) \*

#### **E. NOISE**

91. Submit a noise study identifying the noise levels that residents will be exposed to initially and 10 years into the future per the Noise Guidance Book used by the Department of Housing and Urban Development prior to the Final Site Plan release. (T&ES) \*
92. If the noise study identified noise impacted areas, conduct a building shell analysis identifying ways to minimize noise and vibration exposure to future residents. Submit the building shell analysis and the noise commitment letter for review and approval prior to Final Site Plan release. (P&Z) (T&ES) \*
93. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11 PM and 7 AM. (T&ES)
94. No trucks or other vehicles, including construction vehicles, associated with this project shall be permitted to idle for more than 5 minutes when parked, including vehicles in the loading dock. Post at least two no idling for greater than 5 minutes signs in the loading dock area in plain view prior to the issuance of the Certificate of Occupancy. (T&ES) \*\*\*
95. Submit a noise mitigation plan for the fitness center to address noise impacts from the use on other residents or businesses within the building. To the satisfaction of the Director of T&ES, the plan shall aim to achieve an interior noise level below 45dBA, consistent with the Noise Guidance Book used by the U.S. Department of Housing and Urban Development. Provide a commitment letter stating the applicant's commitment to implementing the mitigation measures specified in the plan. Submit the mitigation plan and commitment letter for review and approval by T&ES Office of Environmental Quality Staff prior to Final Site Plan release. (T&ES)\*

#### **F. AIR POLLUTION**

96. 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 T&ES. (T&ES)

V. **CONSTRUCTION MANAGEMENT**

97. 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 satisfy these requirements: (P&Z) (T&ES) (Code)
- 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 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, and \*
  - i. Post copies of the plan in the construction trailer and give to each subcontractor before they start work. \*\*\*
98. Provide off-street parking for all construction workers without charge and ensure that all workers use this parking. For workers who use Metro, DASH, or another form of mass transit, subsidize a minimum of 50 percent of the fees. Complying with this condition shall be a component of the construction management plan, which shall be submitted prior to Final Site Plan release and approved by the Departments of P&Z and T&ES prior to commencing any construction activities. This plan shall:
- a. Establish and provide verifiable details and/or agreements on 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. Post information on transit schedules and routes, \*
  - c. The community liaison must manage parking actively for all construction workers and ensure compliance with the off-street parking requirement, and
  - d. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the applicant. If the violation is not corrected within five days, a "stop work order" will be



issued, with construction halted until the violation has been corrected.  
(P&Z) (T&ES) \*

99. Include a chapter on maintaining pedestrian access within the Construction Management Plan. 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. (T&ES) \*\*
100. Include a chapter on maintaining bicycle access on North Royal Street within the Construction Management Plan. Bicycle facilities adjacent to the site shall remain open during construction. If the 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. (T&ES) \*\*
101. Include a chapter on the waste control program in the Construction Management Plan. 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. Dispose of all wastes offsite per all applicable federal, state, and local laws. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions therein. (T&ES) (Code)
102. Discuss construction staging activities with T&ES prior to the release of any permits for ground disturbing activities. No major construction staging shall be allowed within the public right-of-way. (T&ES) \*\*
103. Transit stops adjacent to the site shall remain open, if feasible, for the duration of construction. If construction requires closing a stop on North Fairfax Street, then a temporary ADA accessible transit stop shall be determined and installed. Coordinate with the T&ES Transportation Planning Division at 703.746.4025 as well as with the transit agency which provides service to the bus stop. Install signs noting the bus stop closure and location of the temporary bus stop prior to taking bus stops out of service. (T&ES)
104. Obtain additional City approvals for any structural elements that extend into the public right-of-way, including but not limited to footings, foundations, and tiebacks, from the Director of T&ES as a part of the Sheeting and Shoring permit. (T&ES) \*\*
105. Identify a Certified Land Disturber (CLD) in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities and include the

name on the Phase I Erosion and Sediment Control sheets prior to Final Site Plan release. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. (T&ES) \*

106. Conduct an in-person or virtual meeting to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction prior to commencing demolition, clearing, and grading of the site. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. Hold the meeting before any permits are issued. (P&Z) (T&ES) \*\*
107. Hold an in-person or virtual pre-installation/construction meeting to review the scope of landscaping installation procedures and processes with the P&Z project planner prior to starting work. (P&Z) (Code)
108. Identify a community liaison throughout the duration of construction. Provide their name and telephone number, including an emergency contact number, to residents, property managers, and business owners whose property abuts the site, to the satisfaction of the Directors of P&Z and T&ES. Install a temporary informational sign prior to Final Site Plan release with the community liaison's name and contact information. Display the sign until construction finishes. (P&Z) (T&ES) \*, \*\*\*
109. Temporary construction and/or on-site sales trailer(s) are permitted and subject to the approval of the Directors of P&Z and Code Administration. Remove the trailer(s) prior to the issuance of the final Certificate of Occupancy. (P&Z) (Code) \*\*\*
110. Submit a stamped electronic copy of a wall check survey completed by a licensed, certified public land surveyor or professional engineer when below-grade construction reaches proposed finished grade. Ensure the wall check shows: (P&Z) \*\*
  - a. Key dimensions of the building as shown on the approved Final Site Plan,
  - b. Key dimensions from future face of finished wall above to the property line and any adjacent structures on the property,
  - c. Extent of any below-grade structures,
  - d. Foundation wall in place, and
  - e. Future face of finished wall above.
111. 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 T&ES Site Plan Coordinator prior to applying for a Certificate of Occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor.

Include a note stating that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) \*\*\*

112. If outstanding performance, completion, or other bonds for the benefit of the City are 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) \*\*\*\*

## **VI. CONTRIBUTIONS**

113. Contribute \$30,000 to the City prior to Final Site Plan release for a Capital Bikeshare station, bicycles, or system operations. (T&ES) \*

## **VII. HOUSING**

114. Comply with approved the Relocation Plan dated October 4, 2023. Updates on the status of implementation of the Relocation Plan shall be provided to the Office of Housing at the time of Final Site Plan and prior to the release of the Signature Set. Amendments to the Relocation Plan are subject to the review and approval of the Director of the Office of Housing.
115. Provide 270 committed affordable rental units consistent with the Affordable Housing Plan, dated November 14, 2023, comprising:
  - a. 170 units that fulfill the requirements of Resolution 2876, 53 of which also fulfill the requirements of the RMF Zone;
  - b. 19 units that fulfill the requirements of Section 7-700; and
  - c. 81 units that fulfill the requirements of the Federal Low-Income Housing Tax Credit program.
116. Amendments to the approved Affordable Housing Plan should be submitted to the Alexandria Housing Affordability Advisory Committee for consideration by that Committee.
117. Rents payable for units associated with Resolution 2876 and with units produced pursuant to the RMF Zone shall not, on average, exceed the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes at 30 percent of the Washington D.C. Metropolitan Area Median Family Income (including utility allowances and any parking charges) for a 40-year period from the date of initial occupancy of each affordable unit.

118. Rents payable for units produced pursuant to Section 7-700 units shall not exceed the maximum amounts allowed under the Federal Low Income Housing Tax Credit (LIHTC) program for households with incomes at 60 percent of the Washington D.C. Metropolitan Area Median Family Income (including utility allowances and any parking charges) for a 40-year period from the date of initial occupancy of each affordable unit.
119. Rents payable for the remaining units shall not exceed the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes between 60 and 80 percent of the Washington D.C. Metropolitan Area Median Family Income (including utility allowances and any parking charges) for a 40-year period from the date of initial occupancy of each affordable unit.
120. All units, except for those associated with Resolution 2876, shall be subject to the City's Rent Guidelines Policy.
121. Operate the property as "housing for persons who are 55 years of age or older" or people with a disability, as referenced in the Affordable Housing Plan dated November 14, 2023 (#12).
122. Provide all residents with access to all amenities offered within the development.
123. Notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing no less than 90 days prior to leasing. Provide the City with marketing information no less than 45 days prior to leasing, which shall include the affordable rents, fees, property amenities, and contact information for applications. The City shall notify interested parties of the availability of units not associated with Resolution 2876. The applicant shall not accept applications for units not associated with Resolution 2876 until 45 days after providing written notification to the Office of Housing or until the Office of Housing advises the applicant that the information has been distributed and posted, whichever occurs first.
124. During the initial leasing period, the applicant shall list the units not associated with Resolution 2876 in [www.VirginiaHousingSearch.com](http://www.VirginiaHousingSearch.com), an online housing search database sponsored by Virginia Housing, or an alternative website as identified by the Landlord-Tenant Relations Division Chief at the time of lease up. 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.
125. If the development involves Community Development Block Grant (CBDG), Home Investment Partnership Program (HOME), Section 108 loan funds, federal Housing Trust Fund, or other monies provided by the Department of Housing and Urban Development, the applicant shall consult and coordinate with Staff to ensure

that the project complies with all federal environmental statutes, laws, and authorities.

126. Provide the City with access to the necessary records and information to enable annual compliance monitoring with the Housing conditions for the 40-year affordability period.

## **VIII. PUBLIC ART**

127. Work with staff to incorporate on-site public art elements or provide an equivalent for public art per the City's Public Art Policy, adopted December 13, 2014, or provide ownership documents to the satisfaction of the Director of Recreation, Parks and Cultural Affairs at final site plan to evaluate applicability of an ARHA exemption.

## **IX. SIGNS**

128. Design building signs to relate in material, color, and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z. (P&Z) \*
129. Incorporate and interpret elements of the site history and archaeological findings into the design of the public realm with a professional archaeological consultant or qualified historian, in consultation with Staff. The site plan shall indicate themes and locations of interpretive elements such as signs, markers, specialty paving, historic features, and the like. Provide text, graphics, and materials for the interpretive elements prior to Final Site Plan release subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Director of P&Z. Install the interpretative elements prior to issuance of the Certificate of Occupancy. (P&Z) (Arch) \*, \*\*\*

## **CITY DEPARTMENT CODE COMMENTS**

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

### **A. Planning and Zoning (P&Z)**

- C - 1 Submit as-built documents for all landscape and irrigation installations with the as-built plan and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines. (P&Z) (T&ES) \*\*\*\*\*
- C - 2 Identify all trees to remove and protect/preserve in the tree conservation and protection plans prior to Final Site Plan release. Detail construction methods to reduce disturbance within driplines. Schedule an on-site inspection of existing conditions with the City Arborist and Natural Resources Division Staff prior to preparing the Tree Conservation and Protection Plan. \*

- C - 3 The landscape elements of this development are subject to Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Performance and Maintenance Bond release are subject to inspections by City Staff per City Code requirements. A final inspection for landscaping must occur three years after completion. (P&Z) (T&ES) \*\*\*\*\*
- C - 4 Any parking requirement may be adjusted within five percent of the requirement if the Director of P&Z determines that physical requirements of the building prevent complying with the specific number of required parking spaces per § 8-200(A)(2)(c)(i) of the Zoning Ordinance. (P&Z) (T&ES)

**B. 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. Contact the Code Administration Office, Plan Review Supervisor at (703) 746-4200 with any questions.
- C - 5 New construction or alterations to existing structures must comply with the current Uniform Statewide Building Code (USBC) in effect when applying for building permit(s).
- C - 6 Facilities shall be accessible for persons with disabilities per the current Virginia Uniform Statewide Building Code in effect when applying for building permit(s).
- C - 7 Submit a soils report with the building permit application for all new and existing building structures. \*\*
- C - 8 Submit an abatement plan from a licensed Pest Control Company to prevent rodents from spreading from the construction site to the surrounding community and sewers to the Department of Code Administration prior to receiving a demolition or land disturbance permit. Code Administration Staff will conduct a pre-demolition site survey to verify that the abatement plan is consistent with the field installation. \*\*
- C - 9 Submit a wall location plat prepared by a land surveyor to the Department of Code Administration prior to any building framing inspection. \*\*

**C. Federal Environmental Reviews:**

- F - 1. Any project that is defined as a federal undertaking, in accordance with the National Historic Preservation Act of 1966 requires a § 106 review or other National Environmental Policy Act (NEPA) review. Projects that require federal review, approval or permitting, or projects that include federal funding are generally considered a federal undertaking. Coordinate with the Virginia Department of Historic Resources or the appropriate federal or state agency to determine the requirements and process and consult with City Staff.

- a. Information on the § 106 process is at [www.achp.gov](http://www.achp.gov) or [www.dhr.virginia.gov/environmental-review/](http://www.dhr.virginia.gov/environmental-review/)
- b. Information on the NEPA process is at [www.epa.gov](http://www.epa.gov)

#### **D. Archaeology**

C - 10 All archaeological preservation measures shall comply with § 11-411 of the Zoning Ordinance.

#### **E. Transportation & Environmental Services (T&ES)**

- F - 1. Prepare the Final Site Plan per the Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at: <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%202023,%202009.pdf> (T&ES) \*
- F - 2. Show and label the sanitary and storm sewer and water line in plan and profile in the first Final Site Plan, cross referencing sheets if plan and profile cannot be on the same sheet. Provide existing and proposed grade elevations plus 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 - 3. Provide a dimension plan with all proposed features, the final property lines, and associated property line annotation. When possible, show all annotation pertaining to the final property line configuration on the site layout sheet (also referred to as the site plan sheet). (T&ES) \*
- F - 4. Construct all storm sewers to the City of Alexandria standards and specifications. The minimum diameter for storm sewers is 18-inches in the public right-of-way and the minimum size storm sewer catch basin lead is 15-inches Acceptable pipe materials are Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, the Director of T&ES may approve AWWA C-151 (ANSI A21.51) Class 52. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes are acceptable. The minimum and maximum velocities are 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 - 5. Construct all sanitary sewers to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers is 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 is acceptable for single family residences. Acceptable pipe materials are



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-inches or larger diameters); Class III may be acceptable on private properties. Minimum and maximum velocities are 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) \*, \*\*\*\* Provide a horizontal separation of 10-feet (edge to edge) between a storm or sanitary sewer and a water line. However, if this horizontal separation cannot be achieved, then install the sewer and water main in separate trenches and set the bottom of the water main at least 18-inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for the sewer pipe material and pressure test it in place without leakage prior to install. (T&ES) \*\*\*\*\*

- F - 6. Provide at least 18-inches of vertical separation for sanitary sewer and 12-inches for storm sewer when a water main over crosses or under crosses a sanitary/storm sewer. However, if this cannot be achieved, then construct both the water main and the sanitary/storm sewer using 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. Center a section of water main pipe at the point of crossing and pressure test the pipes in place without leakage prior to installation. Provide adequate structural support for sewers crossing over the water main (i.e., concrete pier support and/or concrete encasement) to prevent damage to the water main. Encase in concrete sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance. (T&ES) \*, \*\*\*\*
- F - 7. No water main pipe shall pass through or touch any part of sanitary/storm sewer manhole. Place manholes at least 10-feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, ensure that the manhole is watertight and tested in place. (T&ES) \*, \*\*\*\*
- F - 8. Maintain at least 12-inches of separation or clearance from water main, sanitary, or storm sewers when crossing underground telephone, cable TV, gas, and electrical duct banks. If this separation cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 material for the sewer pipe for a distance of 10-feet on each side of the point of crossing and pressure test it in place without leakage prior to installation. Provide adequate structural support for sanitary/storm sewers and water main crossing over the utilities (i.e., pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES) \*, \*\*\*\*
- F - 9. Design any rip rap per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES) \*, \*\*\*\*
- F - 10. Provide the dimensions of parking spaces, aisle widths, etc. within the parking garage on the Final Site Plan. Exclude column widths from the dimensions. (T&ES) \*, \*\*\*\*

- F - 11. Show the drainage divide areas on the grading plan or on a sheet that includes topography and structures where each sub-area drains. (T&ES) \*
- F - 12. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) \* Show all existing and proposed public and private utilities and easements on the Final Site Plan with a narrative. (T&ES) \*
- F - 13. Provide a Maintenance of Traffic Plan with the Construction Management Plan prior to Final Site Plan release that replicates the existing vehicular, pedestrian, and bicycle routes as closely as practical. Maintain pedestrian and bike access adjacent to the site per Memo to Industry #04-18. (T&ES) \*
- F - 14. Include these notes on all Maintenance of Traffic Plan Sheets (MOT): (T&ES)
  - a. Include the statement: "FOR INFORMATION ONLY" on all MOT Sheets. \*
  - b. No sidewalks can remain closed for the duration of the project. Temporary sidewalk closures are subject to separate approval from 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 - 15. Add complete streets tabulation to the cover sheet with the Final Site Plan submission. (T&ES) \*
- F - 16. Parking for the residential and commercial uses shall match the Zoning Ordinance requirements in effect at approval by the City Council and/or Planning Commission. (P&Z) (T&ES) \*
- F - 17. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES) \*
- F - 18. Maintain a minimum separation of 30 feet on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES) \*
- C - 11 Complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site, per Article XI of the Zoning Ordinance. If the existing storm system is inadequate, design and build on-site or off-site improvements to discharge to an adequate outfall, even if post development stormwater flow from the site is less than pre-development flow. Demonstrate that a non-erosive stormwater outfall is present to the satisfaction of the Director of T&ES. (T&ES) \*
- C - 12 Comply with the stormwater quality requirements and provide channel and flood protection per the Article XIII of the Zoning Ordinance. Meet the peak flow requirements of the Zoning Ordinance if the development proposes combined uncontrolled and controlled stormwater outfall. If the project site is within the Braddock-West watershed or a known

flooding area, provide an additional 10 percent storage of the pre-development flows in the watershed to meet detention requirements. (T&ES) \*

- C - 13 Design stormwater facilities that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems according to Article XIII of the Zoning Ordinance, § 13-114(F), as signed and sealed by a professional engineer registered in Virginia. Include the adequate outfall, inlet, and hydraulic grade line analyses to the satisfaction of the Director of T&ES. Provide the references and/or sources used to complete these analyses. (T&ES) \*
- C - 14 Provide additional improvements to adjust lighting levels if the site does not comply with § 13-1-3 of the City Code, to the satisfaction of the Director of T&ES to comply with the Code. (T&ES) \*
- C - 15 The location of customer utility services and installing 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 per Title 5, Ch. 3, § 5-3-2 and § 5-3-3, respectively. The transformers, switch gears, and boxes shall be outside of the public right-of-way. (T&ES)
  - a. All new customer utility services, extensions of existing customer utility services, and existing overhead customer utility services supplied by any existing overhead facilities must be installed underground below the surface of the ground unless exempted by City Code § 5-3-2, to the satisfaction of the Director of T&ES. \*, \*\*\*\*
  - b. Install all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to transmit or distribute any service (electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, water, steam, or petroleum) whether or not on streets, alleys, or other public places of the City must be installed underground or below the surface of bridges and elevated highways unless exempted by City Code § 5-3-3, to the satisfaction of the Director of T&ES. \*, \*\*\*\*
- C - 16 Discharge flow from downspouts, foundation drains, and sump pumps to the storm sewer per the requirements of Memorandum to Industry 05-14. Pipe discharges from downspouts and sump pump to the storm sewer outfall, where applicable after treating for water quality per Article XIII of the Zoning Ordinance. (T&ES) \*, \*\*\*\*
- C - 17 Provide a total turning radius of 25-feet and show turning movements of standard vehicles in the parking garage per the latest AASHTO vehicular guidance per the requirements of Title 4, Ch. 2, Article B, § 4-2-21, Appendix A, § A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access to the satisfaction of the Directors of T&ES, Office of Building, and Fire Code Administration. (T&ES) \*
- C - 18 Provide storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines" to the satisfaction

of the Director of Transportation & Environmental Services. Show the turning movements of the collection trucks, minimizing the need to reverse to perform trash or recycling collection. The City's storage space guidelines are at: <https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at (703) 746-4410 or [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES) \*

- C - 19 Include a note on the Final Site Plan that mandates delivering 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. 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 - 20 Submit a Recycling Implementation Plan to the Solid Waste Division, as outlined in Article H of Title 5 prior to Final Site Plan release. The form is available at: <https://www.alexandriava.gov/ResourceRecovery> or contact the Resource Recovery Division at (703) 746-4410 or [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES) \*
- C - 21 Satisfy the City's Minimum Standards for Private Streets and Alleys prior to Final Site Plan Release. (T&ES) \*
- C - 22 Post the bond for the public improvements before Final Site Plan release. (T&ES) \*
- C - 23 Provide plans and profiles of utilities and roads in public easements and/or public right-of-way for review and approval prior to Final Site Plan release. (T&ES) \*
- C - 24 Provide a phased erosion and sediment control plan consistent with the grading and construction plan prior to Final Site Plan release. (T&ES) \*
- C - 25 Provide as-built sewer data with the final as-built process per the Memorandum to Industry, dated July 20, 2005 prior to release of the Performance Bond. Prepare initial site survey work and plans using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Reference the control points/benchmarks used to establish these coordinates. (T&ES) \*\*\*\*\*
- C - 26 Design the thickness of sub-base, base, and wearing course 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. Determine the values of California Bearing Ratios used in the design by field and/or laboratory tests. Using an alternate pavement section for Emergency Vehicle Easements to support H-20 loading designed using California Bearing Ratio determined through geotechnical investigation and using VDOT method (Vaswani Method) and standard material specifications is acceptable to the satisfaction of the Director of T&ES. (T&ES) \*, \*\*\*\*\*
- C - 27 Provide all pedestrian, traffic, and wayfinding signage per the Manual of Uniform Traffic Control Devices, latest edition to the satisfaction of the Director of T&ES. (T&ES) \*

- C - 28 No overhangs (decks, bays, columns, post, or other obstructions) shall protrude into public rights-of-ways, public easements, and the pedestrian or vehicular travel ways unless otherwise permitted by the City Code or additional City approvals are obtained. (T&ES) \*
- C - 29 Design all driveway entrances, curbing, etc. in or abutting public right-of-way per City standards. (T&ES) \*
- C - 30 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 31 Comply with the City of Alexandria's Noise Control Code, Title 11, Ch. 5, which sets the maximum permissible noise level as measured at the property line, which includes: (T&ES)
- a. Ensuring the location of all mechanical equipment, including HVAC equipment, is considered to mitigate potential noise concerns and comply with the residential standard of 55dB(A) at the property line.
  - b. Ensuring trash collection occurs during allowable hours. Section 5-1-42 (c) states no collections may be made between the hours of 11:00 p.m. and 7:00 a.m. (6:00 a.m. from May 1, through September 30).
- C - 32 Comply with the Alexandria Noise Control Code Title 11, Ch. 5, § 11-5-4(b)(15), which permits construction activities to occur during these hours: (T&ES)
- i. Monday Through Friday from 7 AM to 6 PM
  - ii. Saturdays from 9 AM to 6 PM
  - iii. No construction activities allowed on Sundays and holidays
- a. § 11-5-4(b)(19) further restricts pile driving to these hours:
- i. Monday through Friday from 9 AM to 6 PM
  - ii. Saturdays from 10 AM to 4 PM
  - iii. No pile driving is allowed Sundays and holidays
- b. § 11-5-109 restricts excavating work in the right-of-way to:
- i. Monday through Saturday 7 AM to 5 PM
  - ii. No excavation in the right-of-way allowed on Sundays, New Year's Day, Independence Day, Thanksgiving, and Christmas.
- C - 33 Comply with the stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default, and stormwater quantity management per Article XIII of the Zoning Ordinance. (T&ES) \*
- C - 34 Comply with the City of Alexandria, Erosion, and Sediment Control Code, Title 5, Ch. 4. (T&ES) \*

- C - 35 Obtain all necessary permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources for all project construction and mitigation work prior to Final Site Plan release. This condition 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 for land disturbing activities equal to or greater than one acre. Refer to the Memo to Industry 08-14: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) \*
- C - 36 Provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final Site Plan. 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, provide an electronic copy of the SWPPP Book with the Signature Set submission and a copy of the coverage letter must be added to the plan sheet containing the stormwater management calculations. Include an electronic copy of the SWPPP Binder Book in the released site plans and include a hardcopy of the SWPPP Binder Book with the on-site construction drawings. Separate parcel owners must seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES) \*
- C - 37 The owner shall obtain and maintain an encroachment permit and policy of general liability insurance in compliance with the permit requirements in Sec. 5-2-29(a)(3). See <https://www.alexandriava.gov/permits/right-of-way-administrative-encroachment-permit> for details. (T&ES)

#### **F. Information Technology**

- R - 1. Development cases should not use any addresses in their case name as existing site addresses may change during development. (GIS)

#### **G. Fire Department**

- C - 38 Show the location of Fire Department Connections (FDC) prior to Final Site Plan release. (P&Z) (Code) \*
- R - 1. Consider letting the Alexandria Fire Department use buildings that will be razed for training exercises. The Fire Department will formulate conditions of use between the parties and provide a hold harmless agreement to the owner or their representative.

#### **H. Police Department**

##### *Parking Garage Recommendations*

- R - 2. Provide controlled access for doors in the garage (garage levels only) that lead to the stairwell. Controlled access must not interfere with the emergency push-bar release located on the inside of the stairwell.

*[Landscape Recommendations]*

- R - 3. Plant shrubbery that achieves a natural growth height of no more than 2.5 to 3 feet with a maximum height of 3 feet when it matures to avoid obstructing the view of patrolling law enforcement officers.

*[Open Space]*

- R - 4. Choose benches middle armrests to deter unwanted sleeping and skateboarding.

*[Miscellaneous]*

- R - 5. Use addresses numbers with contrasting colors to the background, at least 3 inches high, reflective, and visible from the street,. Avoid using brass or gold numbers. This design aids emergency responders.
- R - 6. Equip all ground floor windows with a device or hardware that enables securing them in a partially open position. This design prevents breaking and entering when the windows are open for air.
- R - 7. Install “door-viewers” (commonly known as a peepholes) in all doors on the ground level that lead directly into an apartment to increase security for the occupant.

**Asterisks denote:**

- \* 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 issuance of the Certificate of Occupancy
- \*\*\*\* Condition must be fulfilled prior to release of the bond



Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
<b>CHAPTER 2: SITE DESIGN (p. 12)</b>		
<b>2.1 Building Orientation, Frontage, &amp; Setbacks (Streetwall)</b>		
<b>Standards:</b>		
1. Site buildings parallel to the street and include as much frontage as possible. Avoid/minimize irregular spacing between buildings at the setback line unless variation is needed for gateway elements.	Yes	
2. Mew units may be considered if the remainder of the units for each block frontage front onto adjoining street public R-O-W, or if the ground floor use for each frontage is commercial.	n/a	
<b>Guidelines:</b>		
1. Streetwall height should generally be 30' min. as shown in Figures 2.01 & 2.03a (p. 13-14).	Yes	
2. 20-25% total street frontage for residential, office, and hotel buildings should be setback 2-10' from property line, excluding courtyards as shown in Figure 2.02b (p. 14).	Yes	
3. Where courtyards are provided, total building setback should not exceed 35% of total street frontage per Figure 2.02b; courtyard depth will be determined during review.	Yes	
4. Building setbacks should be 15% max. of total street frontage where ground floor retail, art, or cultural spaces are located.	n/a	
5. Architectural elements and entrances should provide visual interest, enliven streetscape for pedestrians, and promote streetscape activity.	Yes	
6. Building setbacks above streetwall as depicted in Figure 2.03b (p. 14) are encouraged where ground floor retail/arts uses are provided.	n/a	
<b>2.2 Building Heights – Transitions (p. 15)</b>		
<b>Standards:</b>		
1. Building height transitions are required at the locations shown on Figure 2.04 (p. 15) and shall utilize the transition approaches included, but not limited to those depicted in Figure 2.05 (p.16).	n/a	
2. Transitions may be required at other locations for redevelopment sites if determined applicable during the review process.	Yes	
3. The type and configuration of the required building transition will be determined based on the context of each site.	Yes	
<b>2.3 Building Heights – Variety (p. 17)</b>		
<b>Standards:</b>		
1. Each multi-family building (except 2/2 stacked townhouses) shall provide a minimum of 15%-25% of building footprint below the max. provided height shown on Figure 2.06 (p. 17); the specific allocation of the variation is determined during review.	Yes, via requested Master Plan Amendment, including change to Figure 2.06.	With amendments as proposed to Figure 2.06, the resulting development maintains a minimum of 43% of building footprint below the amended maximum height. See included attachment.

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
2. Office and hotel buildings shall provide a variety of height as determined through development review.	n/a	
3. Townhomes and 2/2 stacked townhouses shall provide a variety of height within each row through variation in roof form, setbacks, and height; location and variation amount will be determined during review.	n/a	
4. For the former power plant site, design standards shall be required to address building height variety, spacing, coverage, and envelopes as part of the Coordinated Development District (CDD) Concept Plan approval process.	n/a	
<b>Gateway Elements – Vistas (p. 18)</b>		
<b>Standards:</b>		
1. To maintain views to the Potomac River, incorporate public vistas through configuration of the buildings and design of open spaces in the locations generally depicted in Figure 2.07 (p. 19).	Yes	
2. Provide gateway elements for new buildings at visually prominent locations within the plan area as shown in Figure 2.07 (p. 19).	n/a	
<b>Guidelines:</b>		
1. Gateway buildings should exhibit the highest level of architectural design/detail and utilize high-quality materials.	n/a	
2. Gateway buildings should provide special elements at street terminations to frame views including public art, special landscaping, and/or building forms.	n/a	
3. Gateway elements should be proportioned to the size and scale of the building.	n/a	
4. Required gateway elements should provide distinctive 3-dimensional forms, unique shapes, and materials to reinforce the significance of each location (excluding buildings on Washington St).	n/a	
5. Buildings along Washington St in locations depicted in Figure 2.07 (p. 19) should provide site design elements to foster a sense of place and arrival to Old Town North.	n/a	
<b>2.5 Parking and Service Areas (p. 20)</b>		
<b>Standards:</b>		
1. Parking for each building (excluding all townhouses) shall be located entirely below grade or screened w/ an active use; provide screening for each level of the entire perimeter of each street, park, and/or open space frontage.	Yes	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
2. Surface parking lots are prohibited.	Yes	
3. Parking for each townhouse shall only be provided from a rear alley.	n/a	
4. Loading service docks should not be accessed from the Retail Corridors (N. St. Asaph & Montgomery St) and should be located on secondary streets where feasible.	Yes	
5. Bicycle racks shall be provided from the City's pre-approved types.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.

**Guidelines:**

1. Minimize parking garage entrances; garage entrances should be located on secondary streets yet be visible and accessible to the public if public parking is provided.	Yes	
2. Loading dock/garage access should be combined where possible without dominating building or block frontage; design doors to provide architectural interest for pedestrians that complements overall building design.	Yes, but see note.	Combined loading dock/garage access shown. Design of doors TBD.
3. Design alleys to minimize visibility into the alley and garage doors from public R-O-W.	n/a	
4. Minimize curb cuts for parking access and alleys for demonstrable needs of new development.	Yes	
5. Service areas should use landscape or architectural elements to screen view from public R-O-W.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
6. Provide bicycle parking in a safe, convenient, and accessible location within 100' of the building entrance.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.

**2.6 Utilities (p. 21)**

**Standards:**

1. No transformers are allowed in the public R-O-W.	Yes	
2. Transformers shall be concealed from the public R-O-W w/ adequate screening such as evergreen plantings, an enclosure, or within the building.	Yes	

**Guidelines:**

1. Utility locations should be selected to avoid conflict w/ street trees.	Yes	
2. New construction should provide pad mounted, indoor, or underground transformers within the building footprint; otherwise, transformers should be located adjacent to an alley or at the rear of the property when feasible.	Yes	

**Chapter 3: BUILDING DESIGN (p. 24)**

**3.1 Massing and Form (Building Character)**

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
<b>Standards:</b>		
1. Building design/construction materials will be of high quality, contribute to the unique character of Old Town North, and promote a sense of community/livability.	Yes, but see note.	Applicant continues to work with staff on identifying materials consistent with this requirement. See attachment.
<b>Guidelines:</b>		
2. Where changes in the wall planes and architectural elements are provided/required, they should comply w/ Figure 3.01 (p. 24); massing elements such as projections or recesses are provided to avoid flat building facades.	Yes	
<b>3.2 Building Types (p. 25)</b>		
<b>I. Townhouse and Stacked Townhouse Buildings</b>		
<b>a. Townhouse - Building Character &amp; Materials Standards:</b>		
1. Each unit shall be subject to the residential uses at grade requirements per Section 3.2 V.	n/a	
2. Building designs for a row of townhouses shall incorporate modulation/articulation such as massing reveals or shifts of the façade plane in order to create a pedestrian scaled façade; amount, location, and depth of variation is determined during review.	n/a	
3. Building materials for each façade shall consist or brick, glass, stone, wood, metal, precast ceramic panels, or similar durable materials; fiber cement siding and panels (or comparable) may be provided at limited locations.	n/a	
4. Prohibited materials include synthetic stucco and vinyl siding.	n/a	
5. Sides/rears of buildings visible from a street or park shall use the same architectural treatment and materials as the primary façade.	n/a	
6. Mirrored/frosted reflective or darkly tinted glass is prohibited.	n/a	
<b>b. Townhouse - Building Massing Standards:</b>		
7. Each townhouse shall comply w/ allowable heights under the Height District Map in the OTN SAP as well as height variation and transition standards described in this matrix.	n/a	
<b>c. Townhouse - Building Fenestration Standards:</b>		
8. At least 25% of each façade adjacent to a primary street or open space and 10% adjacent to a secondary street shall be devoted to transparent windows and doors to allow maximum visual interaction to between sidewalk areas and the unit. Higher % is encouraged where feasible.	n/a	
<b>Townhouse Guidelines:</b>		
1. The first level should be designed w/ the highest quality material and detailing.	n/a	
2. Residential uses of townhouse scale should provide entrances at approx. 20' intervals.	n/a	
3. A building break should be provided to ensure that groupings of townhouses do not exceed 8-10 units in a single structure; units	n/a	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
should be architecturally differentiated through use of color and materials within each block.		
4. Upper floor exterior terraces are permitted at the rear façade. They may be permitted at the front façade at the discretion of the Director of Planning & Zoning during review.	n/a	
5. Buildings should generally provide a vertical fenestration pattern.	n/a	
6. Windows should be well-proportioned, operable, and used as an element that helps to articulate façade character and designed to reveal the thickness/depth of the façade wall.	n/a	
7. For the rear of townhouse units and within internal alleys, add landscaping to minimize visual impact to adjoining homes where feasible, paving materials should be designed for durability, and elements such as balconies and projecting bays should be added where feasible.	n/a	
8. Blank facades should be prohibited for street, park, publicly accessible open space, and trail frontages.	n/a	
<b>3.2 - II. Multi-Family (p. 27)</b>		
<b>a. Multi-Family - Building Character and Materials Standards:</b>		
1. Unless required for the function of the building, blank walls exceeding 30' in height or length are prohibited.	Yes	
2. Where stoops are provided and where ground floor commercial, retail, or arts/cultural uses are not, their design shall not obstruct the sidewalk and public R-O-W.	Yes	
3. Building materials for each façade should consist of brick, glass, stone, wood, precast ceramic panels, or metal; fiber cement board, siding, and panels (or comparable) shall be limited to 20% max of the materials used on the building façade visible from a street or open space.	Yes	See attached exhibit.
4. Prohibited materials include synthetic stucco, vinyl siding, and mirrored/frosty reflective or darkly tinted glass.	Yes	
5. Sides/rears of buildings visible from a street or park shall use the same architectural treatment and materials as the primary façade.	Yes	
6. Blank facades are prohibited for any street or frontage.	Yes	
<b>b. Multi-Family - Building Massing Standards:</b>		
7. Building designs shall incorporate modulation/articulation such as massing reveals, changes of textures/materials/colors, or shifts of the façade plane to create a pedestrian scaled façade.	Yes	
<b>Multi-Family Guidelines:</b>		
1. Individual and functional entries at 20-30' intervals are desired for multi-family buildings w/ "townhouse-scale" elements.	Yes	
2. Reasonable building breaks should be provided for larger multi-	Yes	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
family buildings to avoid long monolithic facades.		
3. Buildings should generally provide a vertical fenestration pattern. 4. The solid-void (wall to-window) ratio should consist of 30% min. void for each building façade on a primary street excluding ground floor commercial-retail areas; provide a higher % where feasible.	Yes	
5. Windows should be used as an element to help articulate building character and designed to reveal the thickness/depth of the wall.	Yes	
6. Windows should be well-proportioned and operable if feasible.	Yes	
7. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade.	Yes	
8. Window/door placement should provide a high degree of transparency at lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building facades should be established to provide a greater variety of scale through material variation, detail, and surface relief.	Yes	
9. Buildings should be architecturally differentiated through use of color and materials within each block.	Yes	
10. HVAC, mechanical, and telecom equipment should be integrated into the overall building design and should not be visible from an adjoining street or park. Wall units/vents should be recessed within a balcony or integrated with the building design.	Yes	

**3.2 - III. Office and Hotel Buildings (p. 29)**

**Office and Hotel - Building Character and Materials**

**Standards:**

1. Building materials for each façade shall consist of brick, glass, stone, wood, precast ceramic panels, metal, or similar durable materials.	n/a	
2. Prohibited materials include synthetic stucco and vinyl siding.	n/a	
3. Sides and rears of buildings visible from an adjoining street or park shall be design in a compatible manner utilizing similar architectural treatment as the primary façade; blank walls are prohibited for any frontage.	n/a	

**Office and Hotel Building Character and Materials**

**Guidelines:**

1. Window/door placement should provide a high degree of transparency at lower levels to maximize visibility of active uses and provide human-scaled architectural pattern. Establish a rhythm of individual windows and exterior openings within building facades.	n/a	
2. Buildings should generally provide a vertical fenestration pattern.	n/a	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
3. Solid-void (wall-window) ratio should consist of 30% min. void for hotels, 35% void for office buildings, and may include spandrels (higher percentage included where feasible); mirrored, frosted reflective, and darkly tinted glass is prohibited.	n/a	
4. Use windows to help articulate façade character and to reveal the depth/thickness of the façade wall.	n/a	
5. Windows should be well-proportioned and operable if feasible.	n/a	
6. Group windows to establish rhythms across the façade and hierarchies at significant places.	n/a	
7. Buildings should be architecturally differentiated through use of color and materials.	n/a	

**3.2 - IV. Ground Floor Uses (p. 30)**

***Ground Floor Retail Use/Storefront Standards:***

1. Min. depth shall be 35' (50' preferred) for the entire building frontage length along all streets, open spaces, courtyards, and park frontages. Floor-ceiling height shall be 15' min (18' preferred).	n/a	
2. Retail storefront design will be administratively approved subject to standards required herein.	n/a	
3. Generally provide transparent windows for 70% min of the ground floor retail area; flexibility may be considered based on creativity, compatibility, and storefront design character if it meets the intent of the Design Standards and Guidelines (subject to approval by Director of P&Z).	n/a	
4. Storefront materials shall consist of stone, metal, glass, or wood w/ high craftsmanship construction detail. Storefronts shall be predominantly glass to provide views into store; translucent composite materials may be reviewed and accepted by City staff.	n/a	

***Ground Floor Retail Use/Storefront Guidelines:***

1. Corner storefronts are encouraged to extent at least 35' along the side street or open space and should be expressed in the architecture.	n/a	
2. Window groupings/material changes/columns of the principal façade should be used to accentuate individual storefronts and denote a smaller increment of building bays to support pedestrian-scaled design.	n/a	
3. Design storefronts to create a comfortable yet highly animated pedestrian environment by utilizing a rhythm of multiple retail entrances; blank walls w/o glazing/architectural articulation is prohibited.	n/a	
4. Consider how the storefront fits into the building architecture, relationship to varying grades/flexibility to adjust store entries, visibility, sidewalk space for outdoor display/dining, sign requirements, and design of awnings for protection.	n/a	



Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
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**Ground Floor Arts and Cultural Use Standards:**

1. Arts/cultural uses are subject to all applicable requirements of the Zoning Ordinance and associated regulations.	n/a	
2. Floor-ceiling height shall be 15' min. (18' preferred). Min. depth of each space shall be 20' or greater where feasible.	n/a	

**Ground Floor Arts and Cultural Use Guidelines:**

1. Each ground floor arts/cultural use should provide a min. of 40% transparency (doors, garage doors, windows) at street level.	n/a	
2. Garage door or comparable sized openings should be provided for each space or every 20-30'. Garage/roll up doors should be glass and metal.	n/a	
3. Flexibility may be granted for exhaust, fans, and vents on primary building facades that support the building use; final location/treatment is determined during review.	n/a	
4. Adequate loading, access, refuse collection, and noise attenuation should be addressed during review.	n/a	

**3.2 - V. Residential Uses at Grade (p. 32):**

**Standards:**

1. Residential buildings shall provide a 2-10' setback from the sidewalk to provide space for front yards, landscaping, fences, stoops, and similar elements unless art or live-work spaces are provided.	Yes	
2. Stoops shall be designed in a way that does not obstruct sidewalk and public R-O-W.	Yes	
3. Ground floor levels shall be elevated 12" min., 4' max. above adjoining sidewalk (2-3' is desired); alternatives will be considered during review where at-grade accessible units are required.	Yes	

**Guidelines:**

1. Townhouse scale elements w/ individual and functional entries are encouraged for multi-family buildings w/o ground floor commercial space.	Yes	
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**3.3 Building Entry Standards (p. 33):**

**Standards:**

1. Primary pedestrian entrance shall front the adjoining primary public street.	Yes	
2. Enhanced level of architectural design/treatment are required; landscape treatment (where appropriate) shall emphasize the primary entrance as focal point.	Yes	
3. Width of residential or office lobbies shall be the min. necessary for required retail frontages.	Yes	

**Guidelines:**

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
1. Entrances should be given prominence on street frontage. Size/scale of the entrance should be appropriate for the building scale and include a change in material, wall plane, or color.	Yes	
2. Awnings/canopies in compliance with City sign regulations are encouraged for building entrances or ground floor retail.	Yes	
3. Residential and commercial entrances in mixed-use buildings should be architecturally differentiated.	Yes	
4. Entries should use canopies, recesses, or roof overhangs to provide protection from the elements.	Yes	

**3.4 Building Roofs (p. 34):**

**Guidelines:**

1. Buildings w/ flat roofs should have green roofs that may be utilized as outdoor open spaces for users/an extension of the common areas.	Yes	
2. Design of rooftop gardens should be integrated within the overall architecture.	Yes	
3. Parapets on flat roofs should be 2' min. height above the roof or as needed to conceal mechanical equipment.	Yes.	
4. Equipment (elevator, HVAC, etc.) should be concealed in penthouse structures or designed as an integral part of the building/be adequately screened. Mechanical penthouses should be designed as a building extension employing building materials/design treatments consistent w/ building exterior when visible from a public street or open space.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
5. Vents, attic ventilators, flues, etc. should be placed to limit/deplete street visibility. Material/color should match the roof (except metal, which may be left natural).	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
6. Sloped roofs should be metal, slate, tile, or comparable high-quality material.	n/a	

**3.5 Wall Fence, and Railings (p. 35):**

**Standards:**

1. Height, length, and visual impact of walls/fences shall be pedestrian scale and not exceed 3' height in front/side yards; 6' privacy fences may be provided in rear yards if approved during review along w/ additional screening located adjacent to industrial uses.	Yes.	
2. Wall material shall be brick or stone. Garden screen/retaining walls should be brick, stone, architectural precast, or comparable highly finished material.	Yes.	
3. Fence materials shall be decorative metal or wood. Railing shall be metal to match the building's architectural character.	Yes.	

**Guidelines:**

1. Green/living walls are strongly encouraged.	n/a	
2. No walls, fences, or railing are permitted in the R-O-W.	Yes	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
3. Carefully consider size/species selection of landscape materials in green walls/hedges. Do not install landscape elements which impede pedestrian use.	Yes	
<b>Chapter 4: PUBLIC REALM-STREETScape (p. 38)</b>		
<b>4.1 Streets</b>		
<b>Standards:</b>		
1. New/reconfigured streets and sidewalks shall be consistent w/ the street cross-sections referenced in Appendix I.	Yes	
<b>Guidelines:</b>		
1. All streets are intended for public use and dedicated to the City unless otherwise approved. Assume the property line is at the edge of the public R-O-W unless otherwise noted.	Yes	
<b>4.2 Block Sizes (p. 39)</b>		
<b>Standards:</b>		
1. Block sizes shall have 1,600' max. to maintain permeability of all blocks in order to facilitate pedestrian movement and accommodate other urban design goals. It will be measured as the right-of-way perimeter adjacent to public streets/dedicated easements.	n/a	
<b>Guidelines:</b>		
1. Non-standard paving materials in public alleys should be approved by Transportation & Environmental Services.	n/a	
<b>4.3 Streetscape Improvements - General (p. 40)</b>		
<b>A. Overhead Utilities Standards:</b>		
1. All overhead utilities serving the subject site for the entire frontage shall be located underground.	Yes	
<b>A. Overhead Utilities Guidelines:</b>		
1. Developers and property owners are encouraged to work together to achieve a greater extent of under-grounding through coordinated design.	Yes	
<b>B. Street Trees Guidelines:</b>		
1. Provide street trees in missing locations for better streetscape and environmental benefits.	Yes	
2. Canopy size should fit to the site conditions.	Yes	
3. Tree placements should consider growth pattern and mature size of selected trees as well as the canopy spread's effect on pedestrian traffic, views of/from adjacent buildings, building conflicts, and light dispersion from streetlights.	Yes	
4. Projects are encouraged to utilize street tree species not commonly found in the plan area but environmentally suited to the site's growing conditions and lower maintenance requests.	Yes	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
5. Larger developments making substantial street frontage improvements should take a diverse approach to species selection w/ variation along a single block face.	Yes	
6. Soil volume will comply w/ all applicable provisions of the Landscape Guidelines.	Yes	
<b>C. Street Furniture Standards:</b>		
1. Each project shall provide street and on-site furniture/amenities for public use such as benches, bicycle racks, and trash receptacles where required.	Yes.	
2. Benches shall be the Victor Stanley Classic Series CR-96/any updated City Standard version located on public streets.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
3. Bike racks in conformance w/ City standards shall be provided and grouped at convenient, safe, well-lit paved areas in the building/curb zone as well as in parking garages and appropriate park amenities.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
4. Trash/recycling receptacles must be the Iron Site Bethesda Series w/ domed lid (model SD-42) by Victor Stanley w/ black powder coat finished or comparable approved material.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
<b>D. Lighting Standards:</b>		
1. Street light fixtures on Washington St shall be the George Washington Memorial Pkwy Lighting demonstrated on Figure 4.02 (p.41).	n/a	
2. All street light fixtures not on Washington St shall be single black Colonial lighting fixture w/ a standard black finished per Figure 4.04 (p. 42).	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
3. Street lighting shall utilize LED technology and conform to City design standards for lighting fixtures.	Yes	
<b>D. Lighting Guidelines:</b>		
1. Street lights should be placed to avoid conflict w/ street trees and be placed between/in-line w/ them (not within sidewalks).	Yes	
2. Consider adequate lighting for pedestrian/bike trails and parks to maximize user safety/comfort.	Yes	
3. All street lights should be designed to minimize light spillover; include shielding for prevention of light entering residential windows or adjoining public parks in residential use areas.	Yes	
<b>E. Historic Interpretation Standards:</b>		
1. All redevelopment/development sites will include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
<b>E. Historic Interpretation Guidelines:</b>		
1. Creative approaches are encouraged; interpretive elements may be incorporated into the site/building design or mobile/digital resources dedicated to the neighborhood. Refer to Section V:	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
Catalogue of the OTN Historic Interpretation Guide.		
<b>F. Existing Blank Wall/Surface Parking Lot Enhancement Guidelines:</b>		
1. Enhancements to existing blank walls and lobbies include installing living vegetated walls, interactive lighting/display walls, public art, color/texture, and signage (where permitted).	n/a	
2. Enhancements to activate ground floors and surface parking lots include landscape screening of surface lots, ground floor retail, infill of surface lots, outdoor seating, and public art.	n/a	
<b>4.4 Streetscape Improvements - Green Infrastructure (p. 43)</b>		
<b>Green Infrastructure Guidelines:</b>		
1. Reconfigured sidewalks/streetscape areas and green infrastructure improvements should be implemented to the extent feasible for the Green Streets; projects improving an entire block face should treat stormwater for the adjacent R-O-W; BMP facilities, large street trees, high proportions of pervious area, and enhances planting should be included on Green Streets.	Yes, but see note.	See PDSUP Plan Submission associated with the project, dated 8/25/2023.
2. Smaller scale projects should incorporate permeable paving or other facilities where feasible.	n/a	
3. Projects w/ Green Street frontages should consider the feasibility of streetscape green infrastructure elements from an early stage of design.	Yes	
4. Streetscape design green infrastructure should form an inherent element of the street rather than visually appearing as a retrofitted aspect.	Yes	
5. Adjacent projects are encouraged to coordinate green infrastructure improvements.	Yes	
6. Green infrastructure locations may include the sidewalk amenity zone and curb/bulb out extensions.	Yes	
<b>4.5 Sidewalks (p. 44)</b>		
<b>I. General Sidewalk/Pedestrian Access Standards:</b>		
1. All streets shall provide adjacent parallel parking spaces as depicted in the cross sections in Appendix I unless otherwise infeasible.	Yes	
2. Sidewalks on Washington St and the Required Retail Corridors as shown in the OTN SAL shall be City standard brick; remaining sidewalks in the plan area will be City Standard Concrete.	n/a	
<b>I. General Sidewalk/Pedestrian Access Guidelines:</b>		
1. Widening should be achieved through use of narrower travel lanes where feasible, compliant w/ the Complete Streets Guidelines, and by locating sidewalks on/partly on private property per property owner cooperation.	Yes	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
2. Provide perpetual public access and maintenance easements where sidewalks are located on/partly on private property.	Yes	
<b>Curb Extension/Bulb out Sidewalk/Pedestrian Access Standards:</b>		
1. Curb extensions shall be consistent w/ City's Complete Streets Guidelines w/ a general width of 1' < that of the adjacent parking lane. Curb extension width of bus stops will be approved during review. Figure 4.05 (p. 46) shows examples.	Yes	
2. Provide curb extensions at intersections on Green Streets and blocks w/ required retail frontages.	Yes	
<b>Curb Extension/Bulb out Sidewalk/Pedestrian Access Guidelines:</b>		
1. Locate curb extensions at crosswalk intersections where feasible and where parallel parking is provided.	Yes	
2. Design curb extensions as an inherent element of the streetscape and incorporate bus stops, green infrastructure, street trees, or enhanced planting where appropriate.	Yes	
3. Locate curb extensions to minimize impact for on-street parking areas where feasible.	Yes	
4. Pair curb extensions where space permits and where feasible; single curb extensions are allowable when appropriate.	Yes	
5. Where Green Streets or blocks w/ required retail frontages intersect, pair curb extensions in both directions. Figure 4.09 (p. 51) shows Green Street locations.	n/a	
6. Consider mid-block bulb-outs on Green Streets w/ landscaping/tree canopy to replace impervious surfaces.	Yes	
<b>4.6 Street Frontages (p. 48)</b>		
<b>I. Residential Street Frontages Standards:</b>		
1. New/reconfigured sidewalks shall meet the general dimensions of the Residential Frontage section or in Appendix I for specific redevelopment sites/streetscape improvement areas.	Yes	
<b>I. Residential Street Frontages Guidelines:</b>		
1. Select tree wells/landscape strips per the context of the street.	Yes	
2. Green Infrastructure and BMPs should be per City Green Sidewalks Guidelines where feasible.	Yes	
3. Amenity zones/landscape zone between curb and sidewalk should be 5-8' wide.	Yes	
<b>II. Retail Corridor Frontages (Montgomery St &amp; N St Asaph St) Standards:</b>		
1. New/reconfigured sidewalks in the Retail/Arts/Cultural Areas shall comply w/ Figure 4.07 (p. 50) or w/ the dimensions in	n/a	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
Appendix I sections for specific redevelopment/streetscape improvement areas.		
2. Sidewalks shall be City standard brick paving in running bond w/ header courses at the curb edge and around tree wells/landscape strips.	n/a	
3. City standard brick paving shall be installed across drive aisles and loading areas.	n/a	
4. On-street parallel parking shall be provided for Retail/Arts/Cultural Areas.	n/a	
5. Tree wells shall be provided for Retail/Arts/Cultural Areas.	n/a	

**II. Retail Corridor Frontages (Montgomery St & N St Asaph St) Guidelines:**

1. Sidewalks should be designed to maximize vibrant street uses such as gathering spaces/outdoor dining and pedestrian access w/ a wider clean area and landscape layout.	n/a	
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**III. Green Streets (Royal, Wythe, Second, and Washington St) Standards:**

1. New/reconfigured sidewalks shall contain significant areas devoted to green landscape elements including wide street tree amenity zone/environmental improvements as shown on Figure 4.10 (p. 52); dimensions in the street sections of Appendix I apply to specific redevelopment/streetscape improvement areas.	Yes	
2. Landscape improvements on Green Streets shall incorporate environmental improvements that add to the visual character, stormwater management, or habitat/urban biodiversity where feasible. Street tree BMPs or landscape strips shall be incorporated into green streets at new/retrofitted locations.	Yes	
3. Refer to the City's Green Sidewalks Guidelines for allowable street BMP materials.	Yes	

**III. Green Streets (Royal, Wythe, Second, and Washington St) Guidelines:**

1. Trees/underplanting should be native species including seasonal and evergreens when feasible.	Yes	
2. The ultimate size of planting should be considered from an early stage w/ street tree size maximized.	Yes	
3. Alignment of street trees at curb extensions may be offset from the predominant alignment to visually increase the tree canopy when viewed from travel lanes where feasible.	Yes	
4. Provide curb extensions/green infrastructure features/other streetscape improvements for Green Streets excluding Washington St.	Yes	

**IV. Washington Street Guidelines:**

1. The appearance of the Memorial Circle should be enhanced through a double row of tree plantings.	n/a	
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
2. Maximize the pedestrian clear sidewalk on E Abingdon Dr to accommodate pedestrians/bicyclists w/ enhanced landscape and street trees; see street sections in Appendix I for dimensions.	n/a	
3. Dimensions in Appendix I sections should be met for specific redevelopment/streetscape improvement areas.	n/a	
<b>Sidewalk Standards:</b>		
1. Sidewalks shall comply w/ Figure 4.11 (p. 53). Specific redevelopment/streetscape improvement areas shall comply with the Appendix I street sections dimensions.	n/a	
<b>Sidewalk Guidelines:</b>		
1. At the back of sidewalk a 6' min. wide landscaped screening area should be provided adjacent to existing surface parking lots.	n/a	
2. Minimize curb cuts.	n/a	
<b>Materials Standards:</b>		
1. Sidewalks shall be brick paving in running bond w/ header courses at the curb edge and around tree wells/landscape strips.	n/a	
2. Granite curbs shall be installed to replace concrete curbs.	n/a	
3. Drive aisles shall be brick paved w/ same material as the adjoining sidewalk.	n/a	
4. Existing historic streetscape materials shall be retained.	n/a	
<b>Materials Guidelines:</b>		
1. Pedestrian curb ramps should be consistent in design w/ those installed in the Washington St Improvements from Gibbon St S.	n/a	
2. Subject to T&ES and NPS approval, consider a more visually distinctive material for pedestrian crosswalks for the intersections w/ Montgomery and Wythe St to demarcate the walking/retail corridor.	n/a	
<b>Planting and Landscape Guidelines:</b>		
1. Apply special design/construction techniques to protect existing large scale street trees deemed in good condition by the City Arborist.	n/a	
2. Install street trees w/ large canopies at 30-35' on center.	n/a	
3. Screen existing surface parking lots using evergreen planting material w/ additional planting for seasonal interest; landscape screening should be between 2-4' in height.	n/a	
4. Streetscape landscape should generally be installed in landscape strips to preserve green elements on Washington St. Large tree wells may be used where streets transition to more urban/retail use areas.	n/a	
<b>Lighting Standards:</b>		
1. New/replacement lighting shall be the GWMP Parkway Streetlight shown in Figure 4.03 (p. 42).	n/a	
<b>4.7 Signage (p. 56)</b>		



Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
<b>Standards:</b>		
1. Free standing signs are prohibited.	n/a	
2. Retail shall provide projecting signs at the pedestrian level of the building.	n/a	
<b>Guidelines:</b>		
1. Signs should relate in placement and size but not obscure other building elements such as windows, cornices, or decorative details.	Yes, but see note.	Not currently shown, but Applicant intends to fulfill in subsequent submission.
<b>Chapter 5: OPEN SPACE (p. 58)</b>		
<b>5.1 Existing Open Space</b>		
<b>Standards:</b>		
1. Public Open spaces will be designed for the need of seasonal shade through landscaping/shade structures of comparable elements.	n/a	
<b>Guidelines:</b>		
1. Improvements to existing Waterfront open spaces/connectivity between old spaces should follow the Waterfront Plan Schematic Design and Waterfront Common Elements.	n/a	
2. Improvements to Montgomery Park should follow the Neighborhood Park planning process.	n/a	
3. Identify opportunities to incorporate historic/cultural interpretation into public open space in conjunction w/ improvements to adjacent public/private space.	n/a	
4. Identify opportunities to activate existing parks/open spaces through installing public art and special events in compliance w/ the City's Special Events Policies and Procedures.	n/a	
5. Study under-utilized existing open space for redesign/revision to improve space usability and the relationship to other open spaces.	n/a	
6. Maintain and enhance (where appropriate) the tree canopy.	n/a	
7. Enhance the habitat-potential by converting areas of low biological diversity into "Green Corridors" w/ richer planting diversity to attract wildlife insect populations.	n/a	
8. Selection of materials, furnishings, systems/improvements, and maintenance to existing open space shall comply w/ The Park Facility Standards Manual and applicable City policies.	n/a	
<b>5.2 New Public Open Space/Access Easements (p. 59).</b>		
<b>Open Space, Pathways, and Connections Standards:</b>		
1. The former power plant sites shall provide 2-4 min. acres of add'l open space adjacent to the existing waterfront park and 1-2 min. acres adjacent to the existing rail corridor. Design elements will consider existing utilities and easements.	n/a	
2. Design public open spaces for the need of seasonal shade	Yes	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
through landscaping, shade structures, and comparable elements.		
3. Selection of materials, furnishings, and systems shall meet the City Park Facility Standards Manual and all applicable standards for publicly owned/maintained areas.	Yes	

**Open Space, Pathways, and Connections Guidelines:**

1. Design open spaces for their intended function (plazas w/ adequate amount of hardscape, electrical/water connections to accommodate public gatherings, minimize hardscape in parks/green areas dominated by native vegetation and landscaping); design pedestrian/vehicular areas to withstand the intended loading on paved or green surfaces.	Yes	
2. Open space should incorporate significant green/pervious elements, offer shade relief, and contribute to the City's tree canopy goals where feasible.	Yes	
3. Design landscapes w/ sustainable plant selection that are horticulturally acclimated to the Mid-Atlantic/DC Capital regions, require minimal maintenance/non-organic treatment, utilize rainwater for natural irrigation, and provide natural pest control.	Yes	
4. Select durable materials that are appropriate for the scale and context of the plan area. They should be typical types used in urban construction and suitable for significant pedestrian use w/ quality/appearance reflective of their importance as open space within the public realm.	Yes	
5. Retaining/garden screen walls should be constructed of brick, stone, architectural precast, or other highly finished material. Pavement in open space should be brick, stone, or concrete/concrete pavers.	Yes	
6. Design open space w/ consideration of climate/sun exposure throughout the year and provide opportunities for recreational activities in wind-protected/shaded/sunny areas where appropriate.	Yes	
7. Defined open spaces should have high visibility from sidewalks, streets, and buildings unless constrained by natural conditions as well as be directly accessible from the street.	Yes	
8. Public plazas/public open space extending beyond the sidewalk but directly in front of the lobby/some portion of building frontage should be clearly designed/designated as public space without reducing visibility to the lobby/public entrance or accessibility from the public right of way; plazas should also be successfully integrated as part of a recognizable block/street form; open space	Yes	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
should not be fenced/demarcated such that public use is prohibited except for playgrounds, pools, and dog parks.		
9. Public open spaces/parks should include adequate amenities such as restrooms, storage, facilities, and parking where feasible.	n/a	
10. Plantings should be consistent w/ the City's Landscape Guidelines and policy recommendations.	Yes	
11. Provide mid-block pedestrian passages to promote porosity in the urban grid and enhance the street-level experience for pedestrians.	n/a	
12. Paving of pathways should consist of pervious materials to minimize stormwater runoff.	Yes	
13. Pathways and connections should utilize appropriate lighting for enhances pedestrian safety/comfort.	Yes	
14. Outdoor seating and other passive/active uses should be permitted in areas w/ public access easements to promote vibrancy.	Yes	
15. Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development/play needs.	n/a	
16. Large expanses of concrete w/o details, scoring patterns, or brick/stone banding are prohibited.	Yes	

**Linear Park Guidelines:**

1. The design/implementation of the linear park should incorporate the following elements:

a. The space should predominantly function/appear as a linear park.	n/a	
b. The design should incorporate elements allowing for both recreational/active uses (i.e. bicycle commuting).	n/a	
c. Separated pedestrian and bicycle facilities.	n/a	
d. A flexible layout which does not preclude future transit use.	n/a	
e. Crossing points for any street extensions into the former power plant site which maximize the safety of park users and a physical/aesthetic appearance complimenting the park design.	n/a	
f. Physical and visual connections to the existing trail system/to the former power plant site (particularly at areas of adjacent open space and pedestrian/bicycle connection points).	n/a	
g. Additional screening as necessary (particularly for adjacent existing residential use).	n/a	
h. Selective clearing of vegetation/grade changes to allow physical/visual connections.	n/a	
i. Enhance the tree canopy/underplanting w/ additional planting, species diversity, and the creation of visually stimulating landscape which includes strong seasonal interest.	n/a	
j. Drainage/sustainable stormwater management improvements.	n/a	

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
k. Incorporate historic interpretation related to the railroad and industrial heritage into the park design both functionally/aesthetically.	n/a	

**Former Power Plant Site Guidelines:**

1. The design/implementation of the open space should incorporate the following elements:

a. A mixture of active/passive uses.	n/a	
b. Substantial open space areas along the waterfront at the SE portion of the site.	n/a	
c. Separated pedestrian and bicycle facilities along the waterfront which tie into the existing trail system.	n/a	
d. High quality-designed and environmentally sensitive areas of open space which take visual and physical advantage of the waterfront.	n/a	
e. Areas of open space should reinforce the site distinction/character as a former industrial site through historic interpretation; this may involve utilizing large-scale industrial elements to creative adaptive re-use storytelling. These elements should help to merge the open space/built development on site and take advantage of the waterfront/reflect the large-scale character.	n/a	
f. Identify suitable areas of the site for fast growing/large canopy tree species to implement the OTN SAP's Eco-District goals to maximize tree canopy to improve carbon sequestration/stormwater retention. Select species based on environmental performance.	n/a	

**5.3 New Development - Private Open Space (p. 62)**

**Guidelines:**

1. Public open space in residential development should be visible and clearly accessible from the street.	Yes	
2. New development/redevelopment sites should offer a mix of ground-level and rooftop open space.	Yes	
3. Residential development should consider including publicly accessible open space (ideally ground level).	Yes	
4. Recreational open/public spaces are encouraged to be provided by individual properties for the use of building occupants. Design features should include common indoor/outdoor spaces for resident use; roof gardens, balconies, terraces, decks, and recreation rooms; options for individual/group enjoyment.	Yes	
5. Rooftop amenity space areas on buildings in close proximity to adjoining properties should be designed in a compatible manner to prevent adverse effects of noise/light.	Yes	
6. Explore providing a community meeting space as part of new	Yes	Explored, not feasible. Space is needed for resident services and amenities.

Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation/ Partial Deviation
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Design Standard or Guideline	Standard/Guideline Applicable & Met? (Yes/No/Partially)	Rationale for Deviation or Partial Deviation
multi-family, office, or hotel buildings.		

**Chapter 6: SUSTAINABILITY (p. 64)**

**6.1 Guidelines for Site Design:**

1. Prioritize energy efficiency/green building practices to reduce overall carbon footprint.	Yes	
2. Incorporate green/solar roofs and high reflectance building materials to mitigate heat island effect, reduce building energy consumption, and manage stormwater.	Yes	
3. Implement opportunities for rainwater harvesting/reuse within building systems; low-flow fixtures and water reuse strategies should be used to conserve water.	Yes	Low-flow fixtures will be used to conserve water use. Rainwater will be controlled by green roofs and bioretention planters on site, as well as a below grade vault to retain excessive stormwater.
4. New parking facilities should include parking spaces dedicated to electric vehicles.	Yes	

**DRAFT**  
**Ladrey Relocation Plan**  
**July 17, 2023**

**Prepared for Alexandria Redevelopment & Housing Authority (ARHA) and  
WinnDevelopment**

**Prepared by HousingToHome**



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## I. DEFINITIONS

1. Affected Residents - All households living at Ladrey Apartments as of the date that the General Renovation Notice is sent.
2. Affordable Housing - Affordable housing is generally defined as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. In Alexandria, affordable units are defined as units affordable to households that are earning 60 percent of the Average Monthly Income (AMI) or less.
3. Area Median Income (AMI) - a measure of residents' median income in a broad area and it is calculated and released every year by the U.S. Department of Housing and Development (HUD).
4. Comparable Housing - For households being permanently relocated for more than 12 months, comparable housing will be an off-site temporary relocation unit that will be used for permanent housing during the relocation period. A comparable housing unit will be a) in a location not less desirable than the location of the dwelling, b) in an area that is not subject to unreasonable adverse environmental conditions, c) functionally equivalent to the displacement unit as it relates to size and utility, d) available and within the financial means of the displaced person, e) decent, safe, and sanitary, f) adequate in size to accommodate legal occupants, g) on a site that is typical in size for residential development with normal site improvements, and h) currently available to the displaced person.
5. Decent, Safe and Sanitary - A replacement dwelling that is (a) structurally sound, weather tight and in good repair, (b) contains safe electrical wiring and a safe heating system, (c) is adequate in size to meet the space needs of the displaced person, (d) contains safe unobstructed egress that is free from barriers in cases where there is mobility impairment and (e) complies with lead based paint requirements.
6. Development Team - WinnCompanies and IBF Development, in partnership with the Alexandria Redevelopment and Housing Authority undertaking the redevelopment of Ladrey.
7. HousingToHome (HTH) - A highly experienced national firm that specializes in relocation, resident engagement, community building, and consulting services. HTH provides services for affordable and mixed-income development teams undertaking a renovation or redevelopment project. HTH wrote the Ladrey Relocation Plan and is the Relocation Consultant for this project.
8. Low-Income Housing Tax Credit (LIHTC) - Created by the Tax Reform Act of 1986, the LIHTC program gives State and local LIHTC-allocating agencies the equivalent of approximately \$8 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households.
9. Permanent Relocation - When residents are required to relocate off-site for a period of more than 12 months as a result of demolition, acquisition, redevelopment or rehabilitation.



10. Redevelopment - Activities that include the new construction of housing on vacant or demolished properties.
11. Relocation – Any move eligible under the URA due to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. This term can cover temporary or permanent relocation.
12. Relocation Manager - Representative of HousingToHome (HTH) whose specific task is to provide relocation counseling to affected residents and relocate affected residents for the redevelopment of Ladrey Apartments and implement the relocation plan to ensure compliance with applicable relocation regulations, guidelines and laws.
13. The United States Department of Housing and Urban Development (HUD) - The Federal agency responsible for national policy and programs that address America's housing needs, that improve and develop the Nation's communities, and enforce fair housing laws. HUD's business is helping create a decent home and suitable living environment for all Americans, and it has given America's communities a strong national voice at the Cabinet level.
14. Virginia Housing - a not-for-profit organization created by the Commonwealth of Virginia in 1972 with a mission to help Virginians attain quality, affordable housing by operating as a public-private partnership, delivering superior, long-term financial performance to optimize resources. The entity is committed to diversity, equity and inclusion among our associates, customers and affordable housing partners.

## II. INTRODUCTION

Ladrey Apartments, located at 300 Wythe Street in the Old Town North Small Area of Alexandria currently houses 170 households that are elderly and/or disabled. The redevelopment plan for Ladrey Apartments calls for demolishing the existing 11-story high-rise and adjacent former Alexandria Redevelopment and Housing Authority (ARHA) Administrative Building located at 600 N. Fairfax Street. This additional building sits on a 0.41 acre site and will allow for a redevelopment that better fulfills ARHA's desire to replace all 170 existing units for low income households and add net new affordable units to create a mixed income community. The two parcels total 2.41 acres.

WinnCompanies and IBF Development, in partnership with ARHA, are transforming the current Ladrey Building and adjacent ARHA admin building into an all affordable, mixed income community.

For over 80 years, the Alexandria Redevelopment and Housing Authority has provided affordable housing, economic opportunities, and a suitable living environment free from discrimination for the citizens of Alexandria. ARHA's mission is to be an industry leader in the development and management of model mixed income communities that provide the opportunity for residents to achieve self-sufficiency and to participate in economic opportunities that are made possible through this model.

Since its founding 50 years ago, Winn Companies has developed nearly 20,000 units of affordable housing, the majority of which are mixed income or affordable housing utilizing LIHTC and other affordable funding sources. Winn has delivered more than \$3 billion in total development costs, earning a national reputation for excellence. The Ladrey Redevelopment project will be led from Winn's Mid-Atlantic office in Washington DC. With extensive and focused expertise in affordable housing, IBF underwrites, finances, plans, rehabilitates, and develops affordable and mixed-income multifamily rental properties in DC, Virginia and Maryland. Founded in 2007, this minority-owned development and consulting firm has worked with residents, nonprofit organizations, for-profit developers and government agencies to assemble the resources needed to transform vacant land and old, tired, or poorly maintained buildings into safe, beautiful, modern, energy-efficient and affordable homes.

The redevelopment plan calls for demolishing the current Ladrey High Rise and vacant ARHA Administration Building, and constructing a new mid-rise building that will replace all existing units and add approximately 100 new units that are affordable for senior and disabled residents at 60-80% of AMI. Some of the design features in the new building will include, green design, ground level and rooftop open space, modern and energy efficient appliances, larger than current sized units, underground parking, and sustainable landscaping. All current lease compliant Ladrey residents will be relocated at the expense of the developer and will have the right to return when the building is complete. Returning residents will continue to have their rent be equal to 30% of their income.

This project will require relocation for the residents of Ladrey Apartments in order to complete this redevelopment and all residents will have the opportunity to return to a unit in the new development once completed. Safe and thoughtful resident relocation is a priority for the development team and, for this reason, they have engaged HousingToHome to complete the Relocation Plan and provide Relocation Services to the affected households of Ladrey Apartments. HousingToHome (HTH) is a national relocation firm and HTH's co-founders have extensive experience in relocation in Washington, DC, Maryland and Virginia. HTH's Executive Team is adept in executing all types of relocation across the country including temporary, occupied/resident in-place, permanent relocation as well as consulting services. HTH will also have a Relocation Manager on-site working with the affected residents of Ladrey Apartments and make sure all residents receive the assistance and benefits outlined in this plan. Residents will be relocated for approximately three and a half years..

This Plan, written by HousingToHome, ensures that residents of Ladrey Apartments are treated fairly and in accordance with the City of Alexandria's Tenant Assistance and Relocation Policy for the Residential Multifamily Zone (RMF), the Uniform Relocation Assistance and Real Property Act of 1970 (URA), implementing regulations at 49CFR Part 24, and the guidelines set forth in HUD Handbook 1378 on Tenant Assistance Relocation and Real Property Acquisition.

People of contact for this relocation plan are as follows:

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A copy of this Relocation Plan will be available to all residents of Ladrey Apartments. Copies of the plan will be kept at the management office located at 300 Wythe St., Alexandria, VA 22314. Residents will be advised of how to access a copy of this plan in writing and through community resident meetings. There is also a website about the redevelopment where relocation information will be available, <https://www.theladrey.com/home>.

**III. PROJECT DESCRIPTION**

The redevelopment plan calls for demolishing the current Ladrey Apartments, 11-story, 170-unit high-rise building and constructing a new mid-rise building that will replace all existing units and add approximately 100 new units that are affordable for elderly and disabled residents who live and work in Alexandria.

The redevelopment plan, which was developed with extensive participation and input from residents, will include amenities such as underground parking, meeting rooms, exercise and services rooms and a community plaza. The plan also calls for rooftop amenity spaces for residents and improved accessibility throughout the newly constructed community.

Current and Future Unit Mix:

Bedroom Size	Current Number of Units	Future Number of Units	Future AMI % - 30%	Future AMI % - 60%	Future AMI % - 80%
Efficiencies	60	0	0	0	0
1 bedroom	110	252	160	18	74
2 bedroom	0	18	10	2	6

Funding sources for the rehabilitation include:

- HUD Section 18 PBV
- Virginia LIHTC 9% and 4%
- Unspecified Senior Debt
- Amazon Housing Equity Fund/other soft debt to be determined

Project Timeline:

- Current date-Q1 2024- Entitlements, Community Engagements and Design Development
- Q2 2024 – Q1 2025 LIHTC Application, Building Permits Relocations Start
- Q2 2025 – Financial Closing and Construction Start
- Q1 2028 Project Delivery

#### IV. RESIDENT RELOCATION & PLAN

##### i. Profile of Resident Population

HousingToHome (HTH) began resident assessments in December 2022 to establish a working relationship with residents to prepare them for their relocation and understand their relocation needs and preferences. At that time, 165 out of 170 units were occupied.

Some findings from these individual assessments are below:

- 70% of residents expressed the desire to return to the redevelopment, 15% said they would not return and the remaining 15% were unsure if they would return.
- 83% of households have 1 household member and 17% of households are made up of 2 household members.
- 69% of residents' primary language is English, 17% is Amharic, 6% is Spanish, 3% is Farsi and 3% is Arabic.
- 79% of households rely on public transportation and 21% of households have and use a car as their primary means of transportation.
- 90% of households wish to be relocated within Alexandria, 4% of residents are open to Arlington, Fairfax and surrounding areas, 4% of residents are unsure of where they want to relocate to and 2% want to leave the area or state.

As part of the preliminary Community Profile, the team will survey existing tenants to help identify tenant characteristics and assess housing needs. Information collected will be shared with the Office of Housing. The survey will identify:

1. Number of units and unit mix
2. Number of occupied and vacant units
3. Number of households that are private market renters without housing assistance
4. Tenants assisted through any type of housing unit developed using City, state, or federal subsidies, including Housing Choice Vouchers
5. Length of each household's residency in the neighborhood and at its current address
6. Size and composition of each household
7. Households with school-age children, elderly, and/or disabled members
8. Income of each household
9. Number of households anticipated to be temporarily relocated
10. Number of households that will be permanently displaced
11. Tenants who will require special assistance to move
12. Current cost to each household for rent, utilities, and parking
13. Households interested in returning
14. Households in need of accessible housing

A Preliminary Community Profile can be found in Attachment A. At least three months prior to issuing the 120-day notice to vacate this will be updated and provided to the Office of Housing.

## **ii. Relocation Plan for Affected Households**

The development team is currently working on Section 18 and related applications, and anticipates beginning relocation in Q3 of 2024. The demolition and new construction will take approximately two and a half years. Residents would receive their 120-day notice to vacate in the beginning of 2024.

All households occupying Ladrey Apartments will be considered displaced or permanently relocated, however residents will all be invited and encouraged to return to the new development. Permanently relocated by definition is an off-site move for over 12 months, but when the new development is completed, displaced income-eligible residents will have the right to return. Based on initial household interview, all existing residents are income eligible to return. All residents will receive permanent relocation notice and benefits in accordance to the City of Alexandria's Tenant Assistance and Relocation Policy for the Residential Multifamily Zone (RMF) and the Uniform Relocation Assistance and Real Property Act of 1970 (URA), implementing regulations at 49CFR Part 24, the guidelines set forth in HUD Handbook 1378 on Tenant Assistance Relocation and Real Property Acquisition.

HTH will assist each household in identifying comparable replacement dwelling units. Replacement housing will be provided on a non-discriminatory basis in compliance with fair housing and other civil rights laws. At a minimum, one unique comparable replacement unit will

be listed on the 120-Day notice to vacate. The development team and HTH will **prioritize** keeping residents in Alexandria by locating housing in the proximity of Ladrey and in buildings where multiple units are available in order to maintain community during relocation.

During the construction period, the development team, HTH and the development team will provide periodic updates- via letter, website and events- to households on when they can expect to return to a newly developed unit, if they are interested in returning to the new property. Relocation Staff will communicate with residents to keep them informed of progress and to answer questions about the demolition plan and the implementation of this Relocation Plan through periodic meetings, notices and personal communication.

### **iii. Relocation Assistance and Benefits**

The development team has hired HousingToHome (HTH) as the Relocation Specialist to provide all affected households with relocation rights and benefits in accordance to the City of Alexandria's Tenant Assistance and Relocation Policy for the Residential Multifamily Zone (RMF) and the Uniform Relocation Assistance and Real Property Act of 1970 (URA), implementing regulations at 49CFR Part 24, the guidelines set forth in HUD Handbook 1378 on Tenant Assistance Relocation and Real Property Acquisition.

Residents will have the full support and assistance of HTH's Relocation Team to provide relocation services. HTH's Relocation Manager and executive team will implement the relocation tasks outlined in this relocation plan. HTH's Relocation Manager will work a flexible schedule at the property to be accessible to all residents and their support networks. HTH's Relocation Manager will be reachable by cell phone as well to be accessible on site at Ladrey to residents. Residents and their families will have the opportunity to meet personally with the Relocation Manager, at their request, throughout the relocation process.

The development team will provide the following relocation assistance and benefits to residents and act as the main contact for residents regarding any questions, concerns or needs around their relocation and the redevelopment process. In order to minimize the impact of construction, the following will be implemented by HTH's Relocation Team for each affected resident:

- Meet with each household one-on-one (in whatever format makes residents feel most comfortable including by phone, in-person, virtually, etc.) to explain their relocation rights, benefits and complete a relocation assessment to best understand and assist residents through the relocation process, **see Section iv: Assessment of Resident Needs and Preferences.**
- Provide required notices, including a 120-Day Notice to Relocate before they need to move, in accordance with any translation/interpretation needs or other reasonable accommodation requests, regarding relocation updates, progress and other important information, **see Section v: Communication and Notices.**

- Be accessible to residents and their families for their questions or concerns and have business hours communicated to residents with contact information and the on-site office location.
- Notify residents of the option to meet outside of office hours.
- Provide appropriate counseling for residents who may be unable to read and understand notices.
- Understand and anticipate the needs of the residents and their families and be able to meet the special advisory services they may need.
- Inspect and arrange for treatment of any pest issues in residents' units.
- Identify comparable housing for residents to move to in accordance with decent, safe and sanitary requirements under the URA and based on resident accommodation needs. Preferences for relocation will also be taken into account.
- Arrange, schedule, and supervise the moving of affected residents' belongings to and from their relocation unit and back to their new redevelopment unit. This includes distribution of packing materials as needed and monitoring the move(s).
- Payment of the moving of residents' belongings and furniture which will be conducted by a licensed, bonded and insured moving company to their relocation unit and, as applicable, back to their new unit.
- Packing and unpacking assistance for elderly residents and residents with disabilities requiring such assistance.
- Reimbursement/payment on behalf of the resident for any reasonable out of pocket costs due to the relocation including the option to move themselves and receive a lump sum payment based on the 2021 Fixed Residential Moving Cost Schedule found at [https://www.fhwa.dot.gov/real\\_estate/uniform\\_act/relocation/moving\\_cost\\_schedule.cfm](https://www.fhwa.dot.gov/real_estate/uniform_act/relocation/moving_cost_schedule.cfm).
- The ability to move with a mobile voucher, a tenant protection voucher (TPV) or other housing subsidy during their relocation or for up to 42 months if they choose to not return.
- Relocation Staff will also facilitate the transfer of any cable/phone/internet services, in-home services, deliveries, and USPS change of address, as needed.
- Follow up after their move to ensure any questions or concerns are resolved.
- Periodic updates about the redevelopment during their relocation on when they can anticipate returning to a new unit.

#### **iv. Assessment of Resident Needs and Preferences**

Relocation counseling and advisory services shall include community meetings at the site and virtual and personal interviews with each household and any designated friends, family and caregivers. HTH's Relocation Manager will be responsible for conducting resident meetings; providing required resident notices and additional notices about renovations and relocation process; conducting mobility counseling; scheduling and coordinating moves; coordinating transfer of services; conducting follow-up visits; communicating on an ongoing basis with residents as needed; and documenting all relocation activities.

For Ladrey, HTH's Relocation Team began providing relocation advisory services and mobility counseling by conducting a comprehensive relocation needs assessment survey with each of the households (in whatever format makes residents felt most comfortable, including by phone, in-person, virtually, etc.) in December 2022. During the assessment, HTH's Relocation Team explained the redevelopment and discussed the residents' relocation needs and preferences. These assessments will be conducted again closer to the relocation period and during this time HTH will review resident's relocation benefits and develop a specific household relocation plan. The team will document the concerns and issues facing each resident with the aim of minimizing the adverse impacts of relocation.

The Resident Assessment process includes the following:

- Meet one on one with each household to establish their relocation plan based on their household's situation and needs.
- Identify any and all obstacles and/or issues that may impact relocation. Among the information collected in the assessment will include household composition, approved reasonable accommodations, pets, current in-home services, planned vacations/hospitalizations, etc.
- If the Head of Household does not speak English, then the relocation staff will arrange for appropriate translation services.
- Discuss and evaluate the redevelopment planned for the building and identify furniture and belongings that will need to be packed and/or moved for renovations to occur. Relocation staff makes note of large furnishings, housekeeping issues, clutter, pest issues, and hoarding concerns.
- Determine residents that will require additional assistance or social service referrals.

Assessment Questions include:

1. Head of Household Full name
2. Apartment Number
3. If HOH is not present, name and relationship to HOH
4. HOH Phone Number & Email
5. Language preferred for written and spoken communication if not English
6. Bedroom size
7. Alternate/Emergency Contact Name & Info
8. Total number of Household Members
9. Confirm household members names, ages and relationship to head of household



10. Primary mode of transportation? Car, public transportation, walking, etc.
11. Household members with disabilities/needed reasonable accommodations
12. Commute locally to work/emergency frequent medical services
13. Number and types of pets
14. Housing Preferences
15. Other issues of importance to the household.

HTH's Relocation Manager will also take this one-on-one opportunity to begin providing comprehensive advisory services to residents including:

- Explanation and details on the redevelopment and relocation process and timeline;
- Counseling and orientation in the mitigation of problems associated with relocation;
- Explanation of relocation benefits, assistance and procedures;
- Explanation of relocation schedule;
- Close coordination of relocation activities through individual on-going contact.

#### **v. Communication and Notices**

Residents will receive ongoing and frequent communication regarding the redevelopment of Ladrey Apartments timeline from HTH's Relocation Team. Along with phone calls and letter updates that will provide residents with information regarding relocation, the required notices will be promptly sent to each affected household. The team has already begun periodic in person resident meetings in the Ladrey Community Room that will continue throughout the pre-relocation period.

Any requested translation and/or interpretation of these notices will be completed and delivered. Any identified friends/family/caregivers that the resident wants to be involved with will also be given copies of these letters, as approved by each resident, in order to help advise residents and be included in the relocation process.

Required notices will include:

- General Renovation Notice (GIN) - This notice will provide a written summary of the proposed project to the resident which includes plans about the relocation of residents and proposed changes to the development such as the post-renovation rent amounts. Along with this notice will be resident meetings to address any questions or concerns about the project. The notice will include a projected start date for the project relocation and renovations and inform residents of where they can obtain a copy of this Relocation Plan. Copies of the plan will be provided at the management office at Ladrey Apartments.  
**See Attachment B.**

- Notice of Eligibility for Relocation Assistance (NOE) - Written notice indicating that federal funding has been secured for the development project. Notice also indicates that the household will be permanently displaced from the property as a result of the project and what benefits and rights they are eligible to as a part of their relocation assistance. **See Attachment C.**
- 120-Day Notice to Vacate - Written notice provided at least 120-days in advance of the resident's move that identifies a minimum of 1 (but if possible up to 3) comparable replacement units. **See Attachment D.**
- 30-Day Move Notice - This notice will be given 30-days before the resident's move date and will identify their permanent relocation unit. HTH's relocation team will work with the household to determine this unit if it is not one of the identified comparable units in the 120-Day Notice. The notice will also outline their move choice and any additional information or steps needed to determine any further relocation benefits due to them. **See Attachment E.**

These notices will be hand-delivered to each resident or sent certified first-class mail with return receipt requested in order to confirm receipt. All relocation notices, communications, relocation reimbursements and receipts will be documented in files for each affected household.

#### **vi. Comparable Units, Replacement Housing Payments, and Move Assistance**

Residents will receive at least 1 comparable unit, and where possible up to 3 total comparable units, according to the above criteria before they are asked to move. The listings will be provided in the 120-Day notice. If a resident refuses the first 3 comparable units, HTH's Relocation team will continually work with the resident and their support network to help find them a permanent new unit. A resident may identify their own replacement housing but must make sure HTH's Relocation team inspects the unit to ensure it is decent, safe, and sanitary before they move.

Replacement housing made available to the residents of Ladrey Apartments will be comparable to the eligible unit size. In all cases, the relocation housing options will be:

1. Equivalent in function, services, and purpose to the unit from which the household is being relocated;
2. Equipped with the same principal features (including accessibility features); and
3. Decent, safe, and sanitary.

HTH will work with the development to identify comparable housing units that are in the Alexandria area as this is a priority for the team to maintain community and keep residents in a familiar area during their relocation.

Relocation housing will be secured using one of the following options:

- **Tenant Protection Voucher (TPV):** All Ladrey Apartments households will be eligible to receive a Tenant Protection Voucher (TPV). ARHA will dedicate staff to assist in the administering of vouchers and education around how to use a TPV which will be obtained from the Section 18 Demolition/Disposition application. HTH's Relocation Manager will assist residents in their search for voucher-eligible housing. In addition to meeting HQS requirements, a private market unit must meet the voucher payment standards established by ARHA through Fair Market Rents (FMRs) or gross rent estimates that include the cost of rent plus all utilities. HTH staff will conduct regular housing searches to identify currently available units in the private sector as well as utilize the ARHA and other databases of existing landlords. HTH may also utilize real estate brokers to assist households in finding replacement housing and will provide intensive relocation counseling to every household.
- **Choose Temporary Relocation Assistance and Move to a Master Leased Unit:** The development team may secure off-site housing units in the Alexandria area for residents to occupy and receive temporary housing until they can return to the redevelopment.
- **Transfer to Another Public Housing Unit in ARHA's Portfolio:** As available in ARHA's portfolio of public housing units, households may be able to transfer to a vacant and available unit.

### Move Assistance

Moves in connection to the project will be paid for by the development team at no cost to the resident.

Residents will have 3 options for moving expenses:

1. **Agency Move:** Moves will be conducted by a licensed, bonded and insured moving company or residents. HTH will conduct the move on behalf of the resident using an insured, licensed and bonded moving company at no cost to the resident. HTH will arrange, schedule and supervise the moving of residents' belongings to their permanent new home. This includes distribution of packing materials, arranging for the packing assistance and moving of any specialized medical equipment for hospital beds and monitoring the move. Residents will be provided with packing boxes, wrap and tape.
2. **Fixed Moving Expense:** Residents can choose to move themselves and take a lump sum payment. The allowance is based on the schedule of allowances published by the Federal Highway Administration, [https://www.fhwa.dot.gov/real\\_estate/uniform\\_act/relocation/moving\\_cost\\_schedule.cfm](https://www.fhwa.dot.gov/real_estate/uniform_act/relocation/moving_cost_schedule.cfm). The resident will receive the allowance upon verification by Relocation Staff that the move has been made, unless it will create a hardship for the resident. If so, staff may arrange for advanced payment of the fixed moving expense. The rates per furnished room

currently in effect in Virginia are \$900 for an efficiency unit and \$1,100 for a one bedroom unit.

3. **Reimbursement for Actual Reasonable Moving and Related Expenses**, including:
  - a. Cost of commercial move or cost of labor and equipment to complete the move (supported by receipted bills)
  - b. Packing boxes
  - c. Transportation of household members and their personal property Transportation costs for a distance beyond 50 miles are not eligible (this may include reimbursement for personally-owned vehicles which need to be moved, at the Standard Mileage Rate established by the Internal Revenue Service (\$0.65 cents/mile, as of January 1, 2023)
  - d. Packing, crating, uncrating and unpacking of personal property
  - e. Storing of personal property for a period not to exceed 12 months, unless it is determined that a longer period is necessary. Any items that could pose a health or safety hazard (i.e., infested furniture) will not be stored
  - f. Disconnecting, dismantling, removing reassembling and reinstalling relocated household appliances and other personal property as long as they have been installed with the approval of management and are done so in compliance with the lease
  - g. Reinstallation of telephone and cable service
  - h. Insurance for the replacement value of the property in connection with the move and necessary storage
  - i. The replacement value of property lost, stolen or damaged in the process of moving (not through the fault or negligence of the displaced person) where insurance covering such loss, theft or damage is not reasonably available
  - j. Other reasonable moving related expenses, such as sensitive medical/adaptive equipment, furnishings and personal belongings of a live-in aide, a piano or a greater than usual number of items stored in the household

HTH will facilitate any transfers of cable, internet and other utilities, USPS address change and any in-home services or deliveries. All necessary transfer, disconnection, and reconnection fees will be covered or reimbursed by the agency under an agency move. If the resident chooses a self move the costs will be reimbursed to the resident or the resident will be able to cover the expenses as part of the lump sum payment.

## **vii. Record Keeping and Reporting**

During the relocation process, the development team shall provide monthly reports to City Staff which include information, as it is available, on all households which have been relocated. Such reports on individual projects shall be produced throughout the relocation process and continue until the relocation has been completed and shared with the Tenant-Landlord Commission.

In addition to maintaining files for each resident with all copies of the received relocation notices, the Relocation Team will maintain and update a resident listing containing the information of all affected residents.

Information tracked for all affected household, as applicable for each household:

- Date(s) of all required and additional notices
- Dates and details of all moves due to redevelopment
- The type of move and form of permanent housing
- Address and unit size of any relocation housing
- The type and amount of any payments for moving or related expenses
- Payments and details of assistance provided to resident permanently relocated

## **V. APPEALS**

If a resident contends that this Relocation Plan is not being implemented properly or believes the development team has failed to properly consider the person's request for relocation assistance, the resident may file a written appeal to the development team. This complaint can be based on the development team not providing appropriate relocation assistance and/or the development team or the Relocation Advisory Agent, HTH, not implementing any other part of the Relocation Plan.

Grounds for appeal shall not include suspension of discretionary relocation benefits to former residents. The development team is required to consider a written appeal regardless of form as set in the URA. The time limit shall not be less than 60 days after the person receives written notification of the development team's determination on the person's claim.

Promptly after receipt of all information submitted by a person in support of an appeal, the development team shall make a written determination on the appeal, including an explanation of the basis on which the decision was made and furnish the person a copy. If the full relief requested is not granted, the development team shall advise the person of his or her right to seek judicial review.

The development team official conducting the review of the appeal shall be either the head of the development team entity or his or her authorized designee. However, the official shall not have been directly involved in the action appealed.

### **Appeal to Alexandria Office of Housing**

Virginia Patton  
Housing Program Manager City of Alexandria, Virginia Office of Housing  
421 King Street, Suite 215  
Alexandria, VA 22314  
703-746-3083  
virginia.patton@alexandriava.gov

### **Appeal to HUD**

A displaced person who is dissatisfied with the development team's determination on the appeal may submit a written request for further review with HUD's Regional Relocation Specialist.

Michael Szupper  
HUD Regional Relocation Specialist  
U.S. Dept. of Housing and Urban Development Office of Community Planning and Development  
The Wanamaker Building  
100 Penn Square East Philadelphia, PA 19107-3380  
Phone: (215) 861-7669  
Fax: (215) 656-3442  
Email: michael.szupper@hud.gov

If a review by the Bureau of Relocation is not sought within 30 days of receipt of a decision, the decision of the development teams shall be final.

## ATTACHMENT A: TENANT PROFILE

1. Number of units and unit mix
  - a. There are 170 units at Ladrey, 60 efficiency units and 110 one-bedroom units.
2. Number of occupied and vacant units
  - a. As of February 2023, 165 units are occupied and 5 are vacant.
3. Number of households that are private market renters without housing assistance
  - a. 0 units are renters without housing assistance.
4. Tenants assisted through any type of housing unit developed using City, state, or federal subsidies, including Housing Choice Vouchers
  - a. All households are public housing residents and receive federal assistance
5. Length of each household's residency in the neighborhood and at its current address
  - a. To be provided
6. Size and composition of each household
  - a. 137 households have 1 member and 28 households have 2 members
7. Households with school-age children, elderly, and/or disabled members
  - a. All 165 residents are elderly and/or have a disability.
8. Income of each household
  - a. To be provided
9. Number of households anticipated to be temporarily relocated
  - a. 165 households will have to relocate
10. Number of households that will be permanently displaced
  - a. 0 households are anticipated to not be able to return
11. Tenants who will require special assistance to move
  - a. 122 households will need packing and additional assistance to move
12. Current cost to each household for rent, utilities, and parking
  - a. All residents pay 30% of their income for rent. Parking is fee and utilities are paid by owner
13. Households interested in returning
  - a. 115 households wish to return to the redevelopment
14. Households in need of accessible housing
  - a. 104 households need some kind of accommodation due to accessibility

## Attachment B: General Information Notice (GIN)

### GENERAL INFORMATION NOTICE (GIN) TENANT TO BE DISPLACED of Ladrey Apartments

*(Grantee or Agency Letterhead)*

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

Dear \_\_\_\_\_:

**Ladrey development team** is interested in redeveloping the property **Ladrey Apartments**. This proposed project may receive funding assistance from the U.S. Department of Housing and Urban Development (HUD) under the Project Based Voucher program.

The purpose of this notice is to inform you that we are seeking funding and that you will be displaced as a result of the proposed project upon funding approval. This notice also serves to inform you of your potential rights as a displaced person under a federal law known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) implementing regulations at 49 CFR Part 24, the guidelines set forth in HUD Handbook 1378 on Tenant Assistance Relocation and Real Property Acquisition. You may be eligible for relocation assistance and payments under the URA if the proposed project receives HUD funding and if you are displaced as a result of acquisition, rehabilitation or demolition for the project.

- This is not a notice to vacate the premises.
- This is not a notice of relocation eligibility.

If you are determined to be eligible for relocation assistance in the future, you may be eligible for: 1) Relocation advisory services including assistance to you to find another place to live; 2) At least 120 days advance written notice of the date you will be required to move; 3) Payment for your moving expenses; and 4) Replacement housing payments to enable you to rent, or if you prefer to purchase, a comparable replacement home.

You will also have the right to appeal the agency's determination, if you feel that your application for assistance was not properly considered.

(NOTE: Pursuant to Public Law 105-117, aliens not lawfully present in the United States are not eligible for relocation assistance, unless such ineligibility would result in exceptional hardship to a qualifying spouse, parent, or child. All persons seeking relocation assistance will be required to certify that they are a United States citizen or national, or an alien lawfully present in the United States.)

Please be advised that you should continue to pay your rent and meet any other obligations specified in your lease agreement. Failure to do so may be cause for eviction. If you choose to move or if you are evicted prior to receiving a formal notice of relocation eligibility you will not be eligible to receive relocation assistance. It is important for you to contact us before making



any moving plans. Again, this is not a notice to vacate the premises and does not establish your eligibility for relocation payments or assistance at this time

If you are determined to be displaced and are required to vacate the premises in the future, you will be informed in writing. In the event the proposed project does not proceed or if you are determined not to be displaced, you will also be notified in writing.

If you have any questions about this notice or the proposed project, please contact HousingToHome at (insert contact number).

Sincerely,

Name, Title Agency

DRAFT

## Attachment C: Notice of Eligibility (NOE)

### NOTICE OF ELIGIBILITY FOR RESIDENTIAL TENANT RELOCATION ASSISTANCE

Date:

Dear (resident name and address):

On (date of GIN), Development Team notified you of proposed plans to develop **Ladrey Apartments** and the apartment you currently occupy for a project which could receive funding under the Project Based Voucher Program. On (date of ION) the project was approved and will receive federal funding.

It has been determined that you will be displaced by the project. Since you are being displaced in connection with this federally funded project, you will be eligible for relocation assistance and payments under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) implementing regulations at 49 CFR Part 24, the guidelines set forth in HUD Handbook 1378 on Tenant Assistance Relocation and Real Property Acquisition.

- This is your Notice of Eligibility for relocation assistance
- The effective date of your eligibility is (ION DATE).

(NOTE: Pursuant to Public Law 105-117, aliens not lawfully present in the United States are not eligible for relocation assistance under the URA, unless such ineligibility would result in exceptional and extremely unusual hardship to a qualifying spouse, parent, or child. All persons seeking URA relocation assistance will be required to certify that they are a United States citizen or national, or an alien lawfully present in the United States.)

To carry out the project, it will be necessary for you to move. However, you do not need to move now. You will be provided written notice of the date by which you will be required to move. This date will be no less than 120 days from the date comparable replacement housing has been made available to you. You will be provided with three comparable dwellings to which you may move to. Although you are not required to move to this dwelling, you must move to a decent, safe and sanitary replacement dwelling of your choice in order to receive a replacement housing assistance payment.

Enclosed are brochures entitled, "Relocation Assistance to Tenants Displaced From Their Homes." Please read these brochures carefully. They explain your rights and some things you must do to obtain relocation payments under the URA. Please note that all replacement housing must be inspected in order to ensure it is decent, safe and sanitary before any replacement housing payments are made. Replacement housing payments cannot be provided for a dwelling that is not decent, safe and sanitary. Therefore, do not commit yourself to rent or buy a replacement dwelling until we inspect it.

Relocation Advisory Services. Including counseling and other assistance to help you find another home and prepare to move.

Credit Checks. Payment of credit check costs is eligible under URA.

Payment for Moving Expenses. You may choose: (1) a payment for your actual reasonable moving and related expenses, or (2) a fixed moving payment in the amount of \$\_\_\_\_\_ based on the URA Fixed Residential Moving Cost Schedule, or (3) a move conducted by the agency at no cost to you.

Replacement Housing Payment. You may be eligible for a replacement housing payment to rent or buy a replacement home. The payment is based on several factors including: (1) the monthly rent and cost of utility services for a comparable replacement dwelling, (2) the monthly rent and cost of utility services for your present home, and (3) for low-income persons, 30 percent of your average monthly gross household income. This payment is calculated on the difference in the old and new housing costs for a one month period and multiplied by 42.

Please note that all replacement housing must be inspected in order to ensure it is decent, safe and sanitary before any replacement housing payments are made. **Replacement housing payments cannot be provided for a dwelling that is not decent, safe and sanitary.** Therefore, do not commit yourself to rent or buy a replacement dwelling until we inspect it.

If you have any questions about this letter and your eligibility for relocation assistance and payments, please contact HTH's Relocation Manager at (PHONE/EMAIL) before you make any moving plans. They will assist you with your move to a new home and help ensure that you preserve your eligibility for all relocation payments to which you may be entitled. In order to help you fully participate in the relocation process, reasonable accommodations will be made for persons with disabilities and language assistance will be made available for persons with limited English proficiency. Please let our representative know if you need auxiliary aides, written translation, oral interpretation, or other assistance in order to fully participate in the relocation process.

Even though you will be provided all of the assistance the URA requires for a permanent move, the Authority believes that every resident displaced from the site should have the right to reapply for occupancy once this project is complete. For this reason, after project completion, every resident who receives assistance as a "displaced person" will be contacted and offered an opportunity to reapply for occupancy in the newly-revitalized community. Furthermore, because you will be a former occupant who was "displaced" from the site, you will also receive a priority preference to return. In the event the number of those who request to return and qualify for housing exceeds the number of units available, rating and ranking criteria will be used to identify those who will be offered a unit at the site until all available units are filled. If you do return, the Authority may help defray the costs of the return move. If you have Replacement Housing Payments not yet spent or obligated, you may be asked to forfeit these payments as a condition for returning to public housing, since this assistance will no longer be necessary to meet your housing needs. Such assistance, if not forfeited, must be considered as income and may affect your eligibility and rent. **Remember, do not move or commit to the purchase or lease of a replacement home before we have a chance to further discuss your eligibility for relocation**

**assistance.**

This letter is important to you and should be retained. Sincerely,

Name, Title Agency

I acknowledge receipt of this notice: \_\_\_\_\_ Date: \_\_\_\_\_  
(Resident Signature)

## Attachment D: 120-Day Notice to Vacate

### 120-Day Notice to Vacate

Date:

Dear (resident name and address):

On (date of NOE), Ladrey development team notified you of your Notice of Eligibility for Relocation Assistance due to plans to redevelop Ladrey Apartments and the apartment you currently occupy. The development team has decided to move forward with relocation at this time.

This is your 120-day Notice to Move; you must vacate your dwelling no later than (120-days from this notice). Comparable dwellings to which you may move have been identified and are listed below. Although you are not required to move to this dwelling, you must move to a decent, safe and sanitary replacement dwelling of your choice in order to receive a replacement housing assistance payment.

Listed below are three comparable replacement dwellings that you may wish to consider for your replacement home. If you would like, we can arrange transportation for you to inspect these and other replacement dwellings.

Address

Rent & Utility Costs

Contact Info

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We believe that the first dwelling with a monthly rent/utility cost of \$ \_\_\_ is the most representative of your present home and our replacement housing payment calculations have been made based on this comparable dwelling. Although you are not required to move to this dwelling, you must move to a decent, safe and sanitary replacement dwelling in order to receive replacement housing assistance. If you rent a decent, safe and sanitary home where the monthly rent and average estimated utility costs are less than \$ \_\_\_ per month, your rental assistance payment would be based on the actual cost of such a unit. Please contact us immediately if you believe this dwelling is not comparable to your current home. We can explain our basis for selecting this dwelling as most representative of your current home and discuss your concerns.

Based on the information you provided to us about your income and other eligibility criteria, you are eligible for replacement housing assistance through a Housing Choice Voucher.\* If you choose to accept the Voucher assistance and rent a comparable replacement dwelling, we estimate your monthly out-of-pocket cost for rent and utilities will be approximately \$ \_\_\_ per month based on 30 percent of your adjusted family income. We will explain to you how this assistance is

calculated and assist you in completing an application Voucher assistance may be adjusted periodically to reflect changes in your income and rent. Voucher assistance may continue indefinitely, depending on need and congressional appropriations.

If you do not qualify for the Housing Choice Voucher, your replacement housing payment will be calculated under the URA. We estimate your initial out-of-pocket cost for rent and utilities according to the comparable listed above will be approximately \$\_\_\_\_\_ per month. The maximum amount of rental assistance you would be eligible to receive under the URA would be approximately \$\_\_\_\_\_ (42 x \$\_\_\_\_), paid in a # number of installments. URA assistance is not adjusted to reflect future changes in income or rent.

Should you choose to buy (rather than rent) a decent, safe and sanitary replacement dwelling, there are several options which may be of assistance to you. Let us know if you would prefer to buy a replacement home. You would be eligible under the URA for down payment assistance of \$\_\_\_\_\_. Under the URA, you are not limited in the type of home you choose to purchase. Please note that all replacement housing must be inspected in order to ensure it is decent, safe and sanitary before any replacement housing payments are made.

If you have any questions about this letter and your eligibility for relocation assistance and payments, please contact HTH's Relocation Manager (name) , (title) at (phone) , (address) before you make any moving plans. They will assist you with your move to a new home and help ensure that you preserve your eligibility for all relocation payments to which you may be entitled.

Remember, do not move or commit to the purchase or lease of a replacement home before we have a chance to further discuss your eligibility for relocation assistance. This letter is important to you and should be retained.

Name, Title Agency

I acknowledge receipt of this notice: \_\_\_\_\_ Date: \_\_\_\_\_  
(Resident Signature)

## Attachment E: 30-Day Move Notice

### 30-Day Move Notice of Ladrey Apartments

Date:

Dear ,

On (Date of Gin), Ladrey development team notified you of proposed plans to demolish Ladrey Apartments and the unit you currently occupy. On (Date of NOE) you were informed that funding was secured for the project, that you are eligible for relocation assistance. On (DATE OF 120-DAY Notice) and you were told of the earliest date to move and receive assistance and the last date to vacate your dwelling by. This notice identified 3 comparable replacement dwellings.

This notice reminds you that you must relocate by (30-days from the day they must vacate by). Your selected relocation unit is: (address of permanent relocation).

Please remain in contact with HTH's Relocation team regarding your move to assist with relocation costs and benefits. Please also give HTH a copy of your lease for your permanent relocation unit, when possible for your file.

As always please contact HTH's Relocation Manager at (PHONE/EMAIL) if you have any questions or concerns.

Sincerely,

Relocation Manager, HTH

The Ladrey  
Affordable Housing Plan  
Updated 11.14.2023

**1.1 Project Name and Address.**

Project Name: The Ladrey

Address: 300 Wythe Street and 600 N. Fairfax Street (the “Property”)

Applications: MPA #2023-00006, REZ #2023-00004, DSUP #2023-10011 and related SUP applications (the “Applications”).

**1.2 Brief description of the application and proposed development program.**

WinnCompanies (“Winn”) and IBF Development (“IBF” and collectively with Winn as the “Applicant”), in collaboration with the Alexandria Redevelopment and Housing Authority (“ARHA”), are seeking approval of the Applications for redevelopment of the Property into a new 270-unit, 100% affordable development, which will operate as “housing for older persons” for individuals 55 years of age or older, along with individuals with disabilities (“The Ladrey” or “Project”). The Applications are inclusive of approximately 12,820 sq. ft. of resident amenity space, 18,092 sq. ft. of open space including pocket parks, a generous interior resident courtyard, and impressive views from rooftop open space.

In total, the Applications envision a 5 and 6 story building with ground floor residence entrances along N. Fairfax Street, and a larger 7 story building replacing the footprint of the existing Ladrey apartment building along Wythe Street. As the current Ladrey building contains 170 existing public housing units, the Applications include replacements for each of the existing apartment homes on the Property today, aligned with the City Council and ARHA Board of Commissioners adopted Resolution 2876 (“Resolution 2876”).

**1.3 Requested zoning changes or waivers (if any).**

Applicant proposes to rezone the Property from the RC zone to the RMF zone, a master plan amendment to the Old Town North Small Area Plan (“OTNSAP”) for changes to density, height, and zoning recommendations for the Property, along with an SUP for an increase in density within the RMF zone up to a 3.0 FAR, an SUP for a parking reduction, and an SUP for bonus density and height consistent with Section 7-700 of the City’s Zoning Ordinance.

**1.4 A brief discussion on how the affordable housing goals and recommendations of its applicable small area plan are being addressed by the AHP.**

While there is no specific target established for affordable housing on the Property, the Project is responsive to the Policy, and achieves the goals of Resolution 2876, while also



expanding on the opportunities for affordable housing identified in the Old Town North Small Area Plan (“OTNSAP”).

The OTNSAP identifies the Property as one of several areas for future development, including it within the recommendations per the Illustrative Concept Plan – A. Of the six objectives highlighted for this Plan – A area, #1 recommends that “Proposed new residential development is encouraged to provide affordable housing to the extent feasible, consistent with the recommendations in the Housing Chapter.”

Turning to Section 3.4 of the Housing Chapter of the OTNSAP, the Applicant’s proposal for The Ladrey, and this Affordable Housing Plan, clearly align with the relevant recommendations therein, in pertinent part (see page 60 of the OTNSAP):

1. *Prioritize high quality, mixed-income residential development in the plan area to provide opportunities for a range of households of varying sizes, ages, abilities, and income groups.*

The Applicant’s proposal ensures the retention of all existing 170 public housing units at 30% AMI within the OTNSAP, and anticipates creating an additional 20 units for households at 60% AMI, and 80 units for households at 80% AMI, subject to minor deviations between 60% and 80% AMI based on a final determination of the most efficient mix for the LIHTC application.

Furthermore, ARHA and the Applicant’s efforts will ensure that vulnerable populations maintain access to residential opportunities within the OTNSAP. All 170 of the public housing units being replaced as part of the Project are set aside for use by public housing residents who qualify as elderly or as an individual with a disability. ARHA maintains a separate waitlist for filling units for this specific population as units become available. The remaining 100 units shall be made available to individuals 55 years of age or older, or those with a disability.

2. *Encourage mixed-income housing and maximize affordability throughout the plan area by implementing an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance. The provision of the arts and cultural incentives as outlined in the Plan will not preclude the potential use of Section 7-700.*

As noted above, the Applicant’s proposal ensures a maximum of affordable housing is provided on the Property, employing both the RMF Zoning District and Section 7-700 to provide the maximum development potential on the Property.

3. *Achieve the goal of a 40-year term of affordability for new affordable housing units in the plan area.*

As provided elsewhere, the Applicant proposes to operate the 100 new CAUs as committed affordable for a 40-year term.

4. *Prioritize the goal of one-for-one on-site replacement of Resolution 830 units within the plan area.*

All existing units covered under Resolution 2876 (the successor to Resolution 830) are replaced on a one-for-one on-site basis per the Applications.

5. *Explore other regulatory strategies to further expand mixed-income housing and to foster public-private-nonprofit partnerships.*

The Applicant's proposal employs recent regulatory tools, such as the RMF Zoning District, to ensure the maximum amount of affordable housing, mixed between 30%, 60%, and 80% of AMI.

8. *Incorporate universal design to enable residents to age-in-place and improve the safety and utility of housing for people with disabilities including visitability features.*

As previously discussed, all units in the Project shall be reserved for a population identified as elderly (55+) and/or individuals with disabilities. The Project's design comports with Virginia Housing's mandatory requirements for design for an elderly population, including the incorporation of universal design principles, and provides resident services geared towards helping residents age gracefully and to assist those with disabilities, mobility challenges, and similar impediments have an equal access to quality affordable housing.

10. *Ensure that new residential development meets the sustainability objectives of the Plan.*

While not strictly related to the Affordable Housing Plan, the Project also achieves this important goal, by meeting and exceeding the City's requirements under the 2019 Green Building Policy.

## **2. The number, type (rental/for-sale), size (number of bedrooms), level of affordability (percent of area median income), location, and length and terms of affordability of existing CAUs being demolished as part of redevelopment.**

As previously mentioned, there are 170 existing apartment rental units as part of the current Ladrey building, which is proposed for demolition prior to commencing construction of the Project. Of those 170 existing units, all are currently one-bedroom units, and are affordable at the 30% AMI level.

As with any public housing units, the length and terms of affordability of these units are defined by an Annual Contributions Contract with HUD and the subsidy level is subject to annual appropriations by Congress.

## **3. The status of tenant engagement efforts.**

ARHA's engagement of existing tenants commenced prior to the selection of a development team for the Project. ARHA's Staff and CEO advised existing tenants in advance of the November 2021 issuance of the RFP for the Property and recruited four (4) existing tenants to join the RFP evaluation panel in February of 2022, in anticipation of the receipt of formal replies from developer respondents and their presentations. This ensured that residents would have a voice in the selection of the Applicant as the development team. More broadly, ARHA commenced holding monthly resident meetings in April of 2022, to ensure the entire existing tenant community had an opportunity to hear more about, and comment on, the process.

Since the selection of the Applicant as ARHA's development partner, they have collaborated on the development and execution of a comprehensive plan for ensuring clear, consistent, and relevant engagement with the existing residents around the redevelopment plans for the Property. ARHA's regularly meetings with the existing tenants have continued monthly and are typically held on the fourth Thursday of each month. The intent of these regular meetings is to ensure a clear line of communication with the existent tenants to receive existing tenant feedback on issues important to the redevelopment process, including the specific needs that the redevelopment aims to address. In addition to ARHA's participation, the Applicant team is often invited to attend to address any resident questions the Project proposal and overall development process, and to provide presentations, answer questions, and solicit specific feedback. Acknowledging that the existing tenant population is diverse, and represents a variety of ethnicities and languages, the Applicant and ARHA coordinate to ensure that translators and interpreters are present at meetings, to enable the full participation of the existing tenants. In addition, the Applicant's team has provided other means of providing feedback on design elements, such as an exercise wherein graphic boards with various aspects of the proposed Project, were produced, and left for a period of time in which the existing tenants were given an opportunity to feedback via the placement of stickers – green for positive feedback, and red for negative.

Furthermore, the Ladrey resident committee remains constituted and continues to engage in its regular role on behalf of the residents, with an opportunity for the resident committee's leadership to address the ARHA Board directly at each ARHA Board meeting.

Outside of the regularly scheduled resident meetings, starting in October of 2022, the Applicant established a permanent presence in the Ladrey building, with a member of the Applicant's team holding office hours where any Ladrey resident can come by to discuss the proposed redevelopment, potential relocation, and other issues every Monday through Thursday, from 1-4PM.

Additionally, the Applicant has made a point of engaging with existing tenants outside of the formal meeting structure, by participating in and sponsoring social events that create opportunities to meet existing tenants that a traditional outreach does not. For example, the Applicant maintained a presence at and participated in both the 2022 and 2023 ARHA National Night Outs, coordinated with ARHA to provide Thanksgiving and Christmas/Holiday Celebrations in 2022, and held a resident cookout event in May of 2023. The Applicant looks forward to repeating some of these successful tenant outreach efforts later in 2023, and beyond as appropriate.

#### **4. The status of tenant relocation planning efforts and outreach to the Landlord-Tenant Relations Board.**

As a member of the City’s Affordable Housing Working Group, ARHA provided input into the revision of the former Resolution 830 and the drafting of Resolution 2876, adopted by the City Council on April 23, 2019. The aforementioned resolutions are the City’s commitment to preserving minimum levels of affordable housing units in the City, ensuring a safe and orderly resident relocation process, and recognizing ARHA’s commitment to providing housing units for low-income households within a mixed-income property.

ARHA and the Applicant affirm their commitment that no resident will be displaced unless and until a replacement unit has been identified for the resident. The Applicant and ARHA have developed a Tenant Relocation Plan, a copy of which is submitted alongside the Applications’ Verification of Completeness #1 Submission dated October 19, 2023, and was approved on October 4, 2023 by the Landlord-Tenant Relations Board.

While the full draft Tenant Relocation Plan is available for review, a number of key aspects of the relocation plan are important to highlight.

Relocation Planning: Together with the Applicant, ARHA has contracted with HousingToHome (“HTH”) to coordinate all relocation services, provide case management while residents are in their temporary homes, and otherwise work alongside the Applicant and ARHA to ensure a smooth and timely relocation off-site and return to the redeveloped site when the units become available.

Relocation Expenses: Relocation expenses incurred by residents of the Ladrey building will be paid through ARHA and the Applicant. Residents will not be required to pay moving expenses, purchase moving supplies, disconnect and connection fees, and other such fees.

Right of Return: Consistent with the Section 18 process, and ARHA policy, all relocated residents in good standing have the right to return to the redeveloped site and into a unit that accommodates their household composition. While living in temporary housing for the duration of construction, expected to be a period of approximately three years, HTH will provide case management services to ensure that household information and needs remain current. ARHA and the Applicant share a goal of ensuring that the maximum number of current Ladrey residents choose the option to return to the Project.

#### **5. The number, type (rental/for-sale), size (number of bedrooms), level of affordability (percent of area median income), location, and length and terms of affordability of proposed CAUs.**

The Applicant’s plans call for a 100% affordable development featuring a total of 270 residential units, of which 170 will be Resolution 2876 replacement units and reserved for households the 30% AMI level, with 20 units reserved for households up to 60% AMI, and an additional 80 units reserved for households at the 80% AMI level, subject to minor deviations between 60% and 80% AMI based on a final determination of the most efficient mix for the LIHTC

application. While the breakdown of unit types may be modified pending final design of the Project, the Applicant anticipates that the unit mix shall be as follows:

<b>Unit Types</b>	<b>30% AMI</b>	<b>60% AMI</b>	<b>80% AMI</b>	<b>Total</b>
<i>1 Bedroom</i>	160	18	74	<b>252</b>
<i>2 Bedrooms</i>	10	2	6	<b>18</b>
<i>Total</i>	170	20	80	<b>270</b>

The Applicant proposes to operate the 100 new units as committed affordable units for 40 years. The Project meets and exceeds zoning requirements for new committed affordable units under both the relevant requirements for an RMF SUP and Sec. 7-700 SUP. The requirements are outlined below, and then are further broken down as requested by AMI and the requirements that they fulfill.

<b>Policy</b>	<b>CAU Requirements</b>	<b>Provided</b>
Resolution 2876 Units	170 Units at 30% AMI	170 Units at 30% AMI
RMF SUP Density	54 Units at average 40% AMI	Project has 170 Units at 30% AMI
7-700 Additional Density	19 Units at 60% AMI	Project has 20 units at 60% AMI

#### **6. A description of existing and proposed affordable housing financing agreements with third parties (including the Department of Housing and Urban Development).**

For the existing 170 units at the Ladrey, which will be replaced per Resolution 2876, the Applicant, together with ARHA, seeks to reposition the operating subsidy for existing units through HUD’s Section 18 disposition process. This repositioning process will allow ARHA to convert the subsidy on these existing units from public housing subsidies (ACC contract rents) to Section 8 project-based vouchers. This repositioning of subsidy has no impact on existing public housing rules which call for the household to pay no more than 30% of household income for rent and it does not require the family to reapply for these units.

In the alternative, ARHA will apply for conversion of the 170 public housing units through HUD’s Rental Assistance Demonstration (RAD) program. This program also has no impact on the household share of rent and other rights afforded to public housing residents.

The existing 170 units are not encumbered with any debt or leveraged in any way to support various bond programs authorized by HUD (energy enhancements, capital fund acceleration, etc.). Similarly, the property is not encumbered with any debt that ARHA has obtained from city or state funds.

All of the affordable units will also be financed through the Low-Income Housing Tax Program (“LIHTC”) administered by Virginia Housing. In addition, it is anticipated that the construction debt and permanent mortgages will be secured through HUD’s 221(d)(4) program. All HUD subsidies and debt, including Section 18, RAD, Faircloth, and project-based vouchers will be subject to HUD Regulatory and Use Agreements. All LIHTC units will further be subject to a Land Use Restrictive Agreement and an Extended Use Agreement.

<b>AMI</b>	<b>Units</b>	<b>Subsidy Source</b>
30%	170	HUD RAD/Section 18 Project-Based Vouchers
60%	20	LIHTC
80%	80	LIHTC

**7. An equivalency analysis that compares the value and location of CAUs proposed to be provided off-site to that of CAUs constructed on-site.**

The Applicant proposes to provide all CAUs on-site throughout the Project.

**8. A description of how proposed CAUs will be incorporated into the overall project to create a successful mixed-income community, including whether CAU residents will have access to amenities available to residents of market-rate rental units.**

The Project shall feature 100% CAUs. These CAUs are not identified as particularly 30% or 60% or 80% AMI units in the development but are instead a floating designation applied on an as-appropriate basis; each unit is built and maintained to the same specifications regardless of being designated as a 30% AMI CAU, 60% AMI CAU or as an 80% AMI CAU.

Because there is no separation between CAUs, all amenities shall be available to all residents of The Ladrey in identical fashion.

**9. Information on proposed phasing and implications such phasing would have on the delivery of proposed CAUs.**

The Project is intended to be developed in a single phase. As a result, proposed CAUs would be delivered as the Project is completed, with no deferral of units to a later time.

**10. Information on contributions proposed to be made to the Housing Trust Fund.**

No contributions are anticipated from 100% affordable projects like the Project.

**11. An estimate of the types and number of jobs to be created by mixed-use projects (for informational purposes only).**

The Project does not consist of a mixed-use component, as The Ladrey is planned for 100% residential use.

**12. Other information the applicant deems relevant to the AHP.**

As discussed above, The Ladrey is intended to be operated much as the current property is today, providing residences for individuals 55 years of age or older, and individuals with disabilities. Operations of The Ladrey shall, to the extent necessary, comply with the requirements of the Federal Fair Housing Act and Virginia Fair Housing Law to claim exemptions from typical

protections based on “familial status” to restrict occupancy of The Ladrey to the population mentioned above.

For additional details, please see 24 CFR 100.300 et seq. for federal regulations, and 18VAC135-50-210 for related state regulations.

City of Alexandria

# *Urban Design Advisory Committee*

**Committee Members:**

Stephen Kulinski AIA,      Chair  
Tom Soapes,                Vice Chair  
Katherine Bingler  
Zaira Suarez AIA  
Abbey Oklak AIA AICP

October 30, 2023

Planning Commission for the City of Alexandria

Stephen Koenig  
David Brown  
Melissa McMahon  
Vivian Ramirez  
Nathan Macek, Chair  
Melinda Lyle  
Jody Manor

Re: Ladrey Apartments

Concept Design Submission

The Urban Design Advisory Committee (UDAC) serves in an appointed advisory committee capacity to the Planning Commission and to City Council on the planning and design of projects within the Old Town North (OTN) small area plan boundaries. In that role, the Committee has met on three separate occasions between July 2023 and October 2023 to review the concept plan submission for the above referenced project. The applicant was responsive to the Committee’s comments, questions and concerns, and produced a well-designed project that fits nicely into the context of the neighborhood.

This redevelopment project is the seventh to be considered by UDAC since the adoption of the revised Urban Design Standards and Guidelines on September 16, 2017. The applicants responded to the Committee’s comments and revised the plans accordingly. The Committee endorsed the project as meeting the OTN Urban Design Standards and Guidelines.

The Committee endorsed the overall concept design for the project at the October 11th, 2023 meeting for the presentation dated October 11, 2023.

**However**, the Committee requests that the applicant continue to refine the pedestrian drop off area on Wythe Street. The Wythe sidewalk design should be refined to allow ADA accessible drop off to the entire length of the area and that bioretention be relocated as there could be a conflict with the “pits” and edging. Additionally, there are concerns about the drop off not being available for emergency



vehicles, metro shuttles, and other daily needs of the residents. As such, the committee suggests the applicant review the length of drop off, perhaps it should extend all the way to the intersection of Wythe and Royal to allow for multiple of these uses to occur simultaneously. The committee also suggests that the applicant review a pavement coating like used for bike lanes to show that this is an important used area different from typical parallel parking along the street. The committee believes that further refinement of this drop off will keep the residents of the new Ladrey Apartments safe, but also help make the Ladrey a great neighbor in Old Town North.

Respectfully,

**Urban Design Advisory Committee**

Abbey Oklak, AIA, AICP

## TECHNICAL MEMORANDUM

To: Aimee Mchale  
Christopher Jones  
WinnCompanies

From: Adam Nodjomian-Escajeda, PE  
Sasha Redmon, PE  
Dan VanPelt, PE, PTOE  
Gorove Slade

Date: December 6, 2023

Subject: Ladrey Homes Redevelopment – Trip Generation and Parking Justification Memo

### Introduction

This memorandum presents the findings of a transportation review for the proposed multifamily housing development located at 300 Wythe Street and 600 N Fairfax Street in the Old Town neighborhood of Alexandria, Virginia. The project is a redevelopment of the existing multifamily residential building, which consists of 170 dwelling units, and the former Alexandria Redevelopment and Housing Authority (ARHA) administrative building on the site. Another multifamily residential building (399 Pendleton Street) occupies the southwest corner of the same block and will remain. Currently, the three (3) buildings share a surface parking lot containing 75 surface parking spaces. The proposed project consists of redeveloping the site into a single multifamily residential building containing approximately 270 dwelling units. Of the existing surface parking lot, approximately 26 parking spaces of the total existing 75 spaces are to be retained for use by the 399 Pendleton Street site. The redeveloped site will include a below-grade garage containing approximately 118 parking spaces. The scope of this effort is to review the transportation options for residents and visitors of the proposed development and the curbside management and occupancy along roadways surrounding the site.

The following sections are found within this document:

- A description of the project;
- A review of transportation options in the vicinity of the site; and
- A review of parking requirements and curbside management for the proposed development.

### Project Description

The site is bounded by Wythe Street to the north, Pendleton Street to the south, N Fairfax Street to the east and N Royal Street to the west, as shown in Figure 1. Contained within the same block is an additional multifamily residential building (399 Pendleton Street) which will remain. The site is accessible by multiple transportation modes including walking, bicycle, bus, and auto. The project consists of redeveloping the existing multifamily residential building, which consists of 170 dwelling units, and the former ARHA administrative building into a single multifamily residential building with approximately 270 dwelling units. The portion of the existing surface parking located within the extents of the project site, consisting of approximately 50 spaces, will be removed as part of the redevelopment. The proposed project will include a below-grade parking garage containing approximately 118 parking spaces.

### Site-Generated Trips

For purposes of a conservative analysis, reductions for modal split were first omitted from the trip generation calculations for the Ladrey Homes site. Based on ITE Trip Generation Manual 11th Edition, the proposed development is expected to generate

approximately 44 additional trips (11 additional inbound, 33 additional outbound) in the morning peak hour, and approximately 39 additional trips (24 additional inbound, 15 additional outbound) in the evening peak hour than the existing residential use. This is shown in the trip generation summary provided in Table 1. It is important to note, the net increase in trips in either peak hour does not exceed the minimum threshold of 50 trips set by the City of Alexandria for a Multimodal Transportation Study (MTS). The complete trip generation calculations are provided in the Technical Attachments.

**Table 1: Trip Generation Summary (Without Reductions)**

Land Use	Size	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)		
		In	Out	Total	In	Out	Total
<b>Existing</b>							
Multifamily Housing (Mid-Rise) (LU 221)	170 DU	14	49	63	41	26	67
<b>Total Existing Trips</b>		<b>14</b>	<b>49</b>	<b>63</b>	<b>41</b>	<b>26</b>	<b>67</b>
<b>Proposed Development</b>							
Multifamily Housing (Mid-Rise) (LU 221)	270 DU	25	82	107	65	41	106
<b>Total Proposed Development Trips</b>		<b>25</b>	<b>82</b>	<b>107</b>	<b>65</b>	<b>41</b>	<b>106</b>
<b>Net Trips (Without Reduction)</b>		<b>+11</b>	<b>+33</b>	<b>+44</b>	<b>+24</b>	<b>+15</b>	<b>+39</b>

Trip generation calculations for the proposed development were also completed assuming a modal split of 60 percent auto and 40 percent non-auto for the existing and proposed residential uses. The existing and proposed residential mode splits were determined based on data from the American Community Survey (ACS) and Washington Metropolitan Area Transit Authority (WMATA) Ridership Surveys. The assumed mode splits are consistent with transportation studies prepared for recent developments nearby. Based on ITE Trip Generation Manual 11<sup>th</sup> Edition, and the assumed mode splits, the proposed development is expected to generate approximately 26 additional trips (6 additional inbound, 19 additional outbound) in the morning peak hour, and approximately 23 additional trips (14 additional inbound, 9 additional outbound) in the evening peak hour than the existing development. This shown in the multimodal trip generation summary provided in Table 2. The detailed multimodal trip generation calculations are provided in the Technical Attachments.

**Table 2: Trip Generation Summary (With Reductions)**

Land Use	Size	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)		
		In	Out	Total	In	Out	Total
<b>Existing</b>							
Multifamily Housing (Mid-Rise) (LU 221)	170 DU	14	49	63	41	26	67
<i>Reduction (Transit and other modes)</i>	<i>40%</i>	<i>-6</i>	<i>-20</i>	<i>-25</i>	<i>-16</i>	<i>-10</i>	<i>-27</i>
<b>Total Existing Trips</b>		<b>9</b>	<b>30</b>	<b>38</b>	<b>25</b>	<b>16</b>	<b>40</b>
<b>Proposed Development</b>							
Multifamily Housing (Mid-Rise) (LU 221)	270 DU	25	82	107	65	41	106
<i>Reduction (Transit and other modes)</i>	<i>40%</i>	<i>-10</i>	<i>-33</i>	<i>-43</i>	<i>-26</i>	<i>-16</i>	<i>-42</i>
<b>Total Proposed Development Trips</b>		<b>15</b>	<b>49</b>	<b>65</b>	<b>39</b>	<b>25</b>	<b>64</b>
<b>Net Trips (With Reduction)</b>		<b>+6</b>	<b>+19</b>	<b>+26</b>	<b>+14</b>	<b>+9</b>	<b>+23</b>

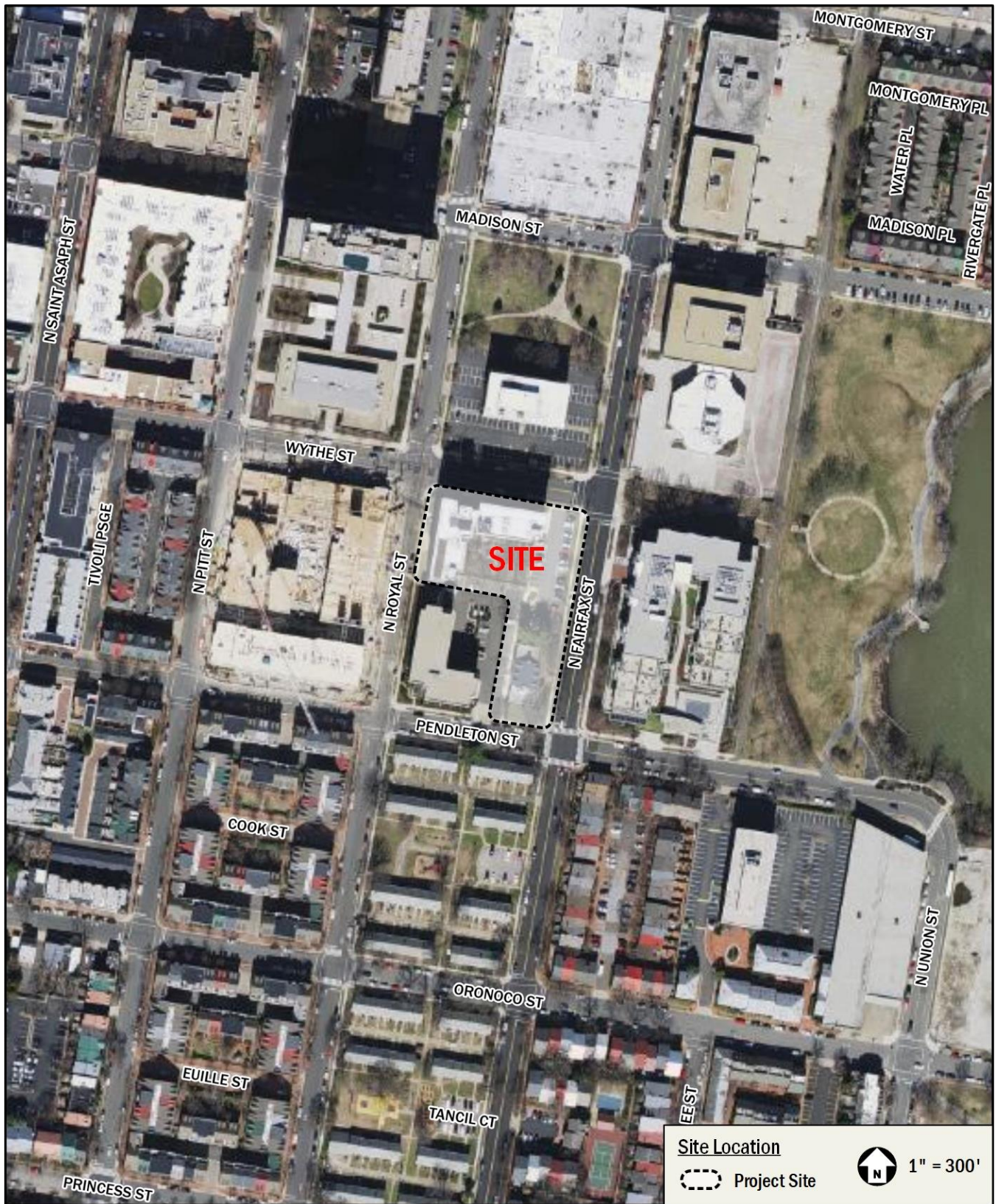


Figure 1: Site Location



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## Review of Transportation Amenities

There are several local transportation options near the site that serve vehicular, transit, walking and cycling trips. The multimodal transportation facilities in the Old Town neighborhood are shown on Figure 2.

### ***Transit Facilities***

The site is located approximately 0.7 miles east of the Braddock Road Metrorail station and approximately one (1) mile northeast of the King Street-Old Town Metrorail stations. These two stations are served by the Blue and Yellow Lines. Four (4) bus routes operate within a quarter mile of the site, including Old Town Circulator (OTC) routes 30 and 31, DASH route 34, and WMATA route DC3.

The Braddock Road Metrorail station can be easily accessed by transit from the project site using OTC routes 30 and 31. In addition to providing access to the Braddock Road Metrorail station, OTC routes 30 and 31 provide connection to the King Street-Old Town Metrorail station. Both northbound and southbound stops are located immediately adjacent to the site on N Fairfax Street. Route 30 operates with 10-minute headways during peak and off-peak periods on weekdays and with 30-minute headways on weekends. Route 31 operates with 10-minute headways during peak and off-peak periods on weekdays, with 15-minute headways on Saturdays, and with 30-minute headways on Sundays.

DASH route 34 also runs near the site along N Fairfax Street. It provides service between the Nannie J. Lee Center and the Braddock Road Metrorail station. Route 34 utilizes the same bus stop locations near the site as OTC routes 30 and 31. The route operates during peak and off-peak periods and follows 30-minute headways on weekdays and Saturdays, and 60-minute headways on Sundays.

DASH routes 103 and 104 can be accessed via the Braddock Road Metrorail station and routes 32, 33, and 102 can be accessed via the King Street-Old Town Metrorail station. Both routes 103 and 104 provide connections to the Pentagon Metrorail station and only operate during peak periods on weekdays with 30-minute headways. Route 32 connects the King Street Metrorail station with the Landmark Transit Center as well as the Van Dorn and Eisenhower Metrorail stations. The route operates with 30-minute headways during peak periods and with 60-minute headways during off-peak periods on weekdays and weekends. Route 33 operates between the King Street-Old Town Metrorail station and the Potomac Yard Center. Headways for this route are 30 minutes on weekdays and Saturdays and 60 minutes on Sundays. Route 102 runs between the King Street-Old Town Metrorail station and the Mark Center Station. The route only operates on weekdays with 30-minute headways during peak periods and with 60-minute headways during off-peak periods. Effective September 2021, all DASH routes are fare-free, providing transit users coming to and going from the site with additional transportation benefits.

In addition to OTC and DASH routes, Metrobus route DC3 runs near the site. Metrobus route 11Y will replace route DC3 in June 2023 and will follow a similar route. Route DC3 operates between the intersection of Mount Vernon Memorial Highway and Richmond Highway and downtown Washington, D.C. Between these endpoints, Metrobus route 11Y provides access to Mount Vernon, Old Town Alexandria, and destinations within southern Washington, D.C. The route only operates on weekdays and during peak periods. The route operates northbound only in the morning (5:00 AM – 10:30 AM) and southbound only in the evening (3:00 PM – 8:00 PM). Route 11Y utilizes bus stops approximately 0.25 miles by foot west of the site on either side of N Washington Street near the intersection with Pendleton Street.

Additionally, Metrobus routes 10A and 10B run near the site. Metrobus route 10A operates between the Pentagon and Huntington Metrorail stations with access to Pentagon City, Crystal City, Del Ray, the Braddock Road Metrorail Station, and other locations in the Old Town neighborhood. Headways for route 10A are 30 minutes on weekdays and Saturdays, and 60 minutes on Sundays. Route 10B runs between the Ballston-MU Metrorail Station and Old Town. Between its endpoints, route 10B provides connections to Shirlington and the Braddock Road Metrorail Station. The route operates with 30-minute headways

on weekdays and weekends. Routes 10A and 10B utilize bus stops at approximately 0.3 miles by foot west of the site on either side of Pendleton Street near the intersection with N Columbus Street.

Metrobus route Metroway-Potomac Yard (MW1) also travels relatively close to the site. The MW1 route connects the Braddock Road and Pentagon City Metrorail stations. Route MW1 operates with 12-minute headways during peak and off-peak periods on weekdays and with 20-minute headways on weekends. Route MW1 can be accessed using bus stops at the Braddock Road Metrorail station, located approximately 0.7 miles by foot west of the site.

### ***Bicycle Facilities***

There are existing bicycle facilities that connect the site to areas within Alexandria, Arlington, and the District of Columbia, most notably the Mount Vernon Trail located less than 0.1 miles by bicycle from the site. Approximately 0.9 miles west of the site is a connection to the Potomac Yard Trail. Other bicycle facilities near the site include a designated bike route along N Henry Street and S West Street; bike lanes along Cameron Street and Prince Street; and shared lane markings along N Union Street, N Royal Street, Pendleton Street, Oronoco Street, N Columbus Street, and Cameron Street.

Each facility provides connection to other bicycle routes, lanes, and trails in the area including the Braddock Road Metrorail and King Street-Old Town stations. The bicycle facilities in the vicinity of the site are shown in

Figure 2. In addition to the bicycle facilities discussed above, the City conducted an electric scooter pilot program and continues to consider scooters as part of a micro-mobility solution.

### ***Pedestrian Facilities***

In the vicinity of the site, most sidewalks meet the Americans with Disabilities Act (ADA) standards and standards recommended by the Alexandria Comprehensive Plan and the Complete Street Design Guidelines. Anticipated pedestrian routes, such as those to public transportation stops, retail zones, nearby residential areas, and community amenities, provide well-connected pedestrian facilities.

The proposed site was also compared against the City of Alexandria's Walkability Index, which scores a site based on services and uses near the entrance to the building. Out of a total possible 100-point score, the site scored 96 points. The destinations and associated pedestrian routes contributing to this score are included in Figure 3

Figure 2. Per City guidelines, if a site exceeds 80 points, it is eligible for a voluntary five (5) percent reduction in the minimum residential parking requirements. If a site exceeds 90 points, it is eligible for a 10 percent reduction. As such, a 10 percent reduction in the minimum residential parking requirements was applied for this site. A tabulation of the Walkability Index can be found in Attachment B.

### ***Walkscore and Bikescore***

Walkscore.com is a website that provides scores and rankings for the walking and biking conditions for an area. The project site is located in an area that has a walk score of 92 (or "Walker's Paradise") a bike score of 77 (or "Very Bikeable"). According to the walk score and bike score for the site it can be concluded that the site is situated in an area with an abundance of neighborhood serving retail locations that are in close proximity, where most errands can be completed by walking, and the site is in close proximity to low volume roads and a number of bicycle lanes and shared lanes. The walk score and bike score for the project site are provided in Figure 2.

Overall, the site is surrounded by an extensive local transportation network that allows for efficient transportation options via transit, bicycle, or walking modes.

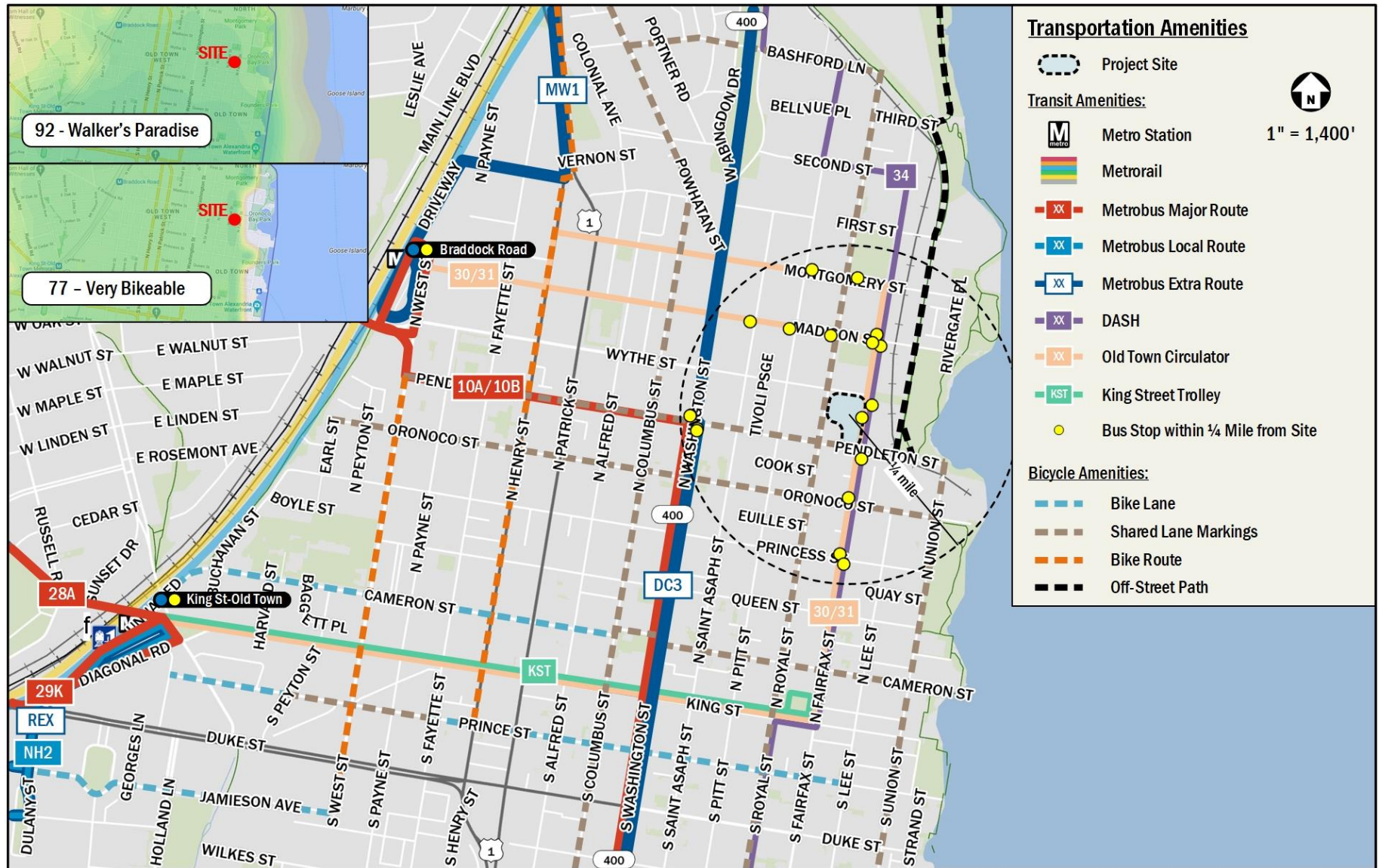


Figure 2: Transportation Amenities





Figure 3: Pedestrian Walkshed



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## Proposed Parking

### **City of Alexandria Parking Requirements**

#### Vehicle Parking

Per the City of Alexandria Zoning Ordinance, the following outlines the vehicular parking requirements for the redevelopment under current zoning:

- Residential – One (1) space per bedroom. (§8.200(A)(2))

Additionally, per the Zoning Ordinance, the site is eligible to parking ratio reductions as follows:

- 3/4 of a space per unit if the affordable housing unit is income-restricted for households earning at or below 60 percent of AMI
- 65/100 of a space per unit if the affordable housing unit is income-restricted for households earning at or below 50 percent of AMI
- 1/2 of a space per unit if the affordable housing unit is income-restricted for households earning at or below 30 percent of AMI

Per baseline parking ratios in the Zoning Ordinance, the proposed development is required to provide a minimum of 194 parking spaces for resident and residential visitor use. However, allowable credits are available to reduce residential parking requirements depending on certain characteristics of the development. The proposed development is eligible for the following allowable credits on the residential parking ratio:

- Walkability Index Score Credit

The walkability index is based on the proposed development's proximity to neighborhood services, civic and community facilities, retail, and community anchors.

The proposed development is eligible for a 10 percent walkability credit to the residential parking ratios on account of scoring at least 90 points on the City's walkability index. The completed score sheet for the proposed development that outlines the categories, eligible uses, and allowable points is included in the Technical Attachments. The destinations listed in the score sheet are also provided in Figure 3.

- Transit Routes Credits

The Zoning Ordinance states the parking ratios may be reduced by five (5) percent if the multifamily dwelling is within a quarter of a mile of four (4) or more active bus routes. As discussed previously in this memo, four (4) bus routes operate within a quarter mile of the site, therefore a five (5) percent reduction was applied to all parking ratios. The routes included in this evaluation are also shown in Figure 2.

As such, the proposed development is eligible for a 15 percent reduction in residential parking ratios. With this reduction, the proposed development is therefore required to provide a minimum of 160 parking spaces. Detailed zoning calculations are provided in Table 3.

**Table 3: Minimum Parking Tabulation**

	Baseline Zoning Ratio <sup>1</sup>	Total Credits	Final Zoning Ratio	Development Size	Bedrooms	Minimum Spaces
<b>Residential Rates</b>						
ADUs - 60% AMI	0.75 /unit	15%	0.64 /unit <sup>2</sup>	x 20 units	=	13
ADUs - 30% AMI	0.50 /unit	15%	0.43 /unit <sup>2</sup>	x 170 units	=	73
1 Bedroom	1.0 /bdrm	15%	0.85 /bdrm <sup>3</sup>	x 74 units	74 bdrms =	63
2+ Bedroom <sup>4</sup>	1.0 /bdrm	15%	0.85 /bdrm <sup>3</sup>	x 6 units	12 bdrms =	11
<b>Residential Subtotal</b>				<b>270 units</b>		<b>160</b>
<b>Allowable Residential Credits (Voluntary):</b>						
Metro Station / BRT walkshed (10%)						0%
<i>Market-Rate: Located <u>outside</u> 0.5 mile Metro Station walkshed <u>but</u> within 0.5 mile BRT stop walkshed (10%)</i>						0%
<i>ADU: Located <u>within</u> 0.5 mile Metro Station walkshed <u>OR</u> the 0.5 mile BRT stop walkshed (10%)</i>						0%
Walkability Index score is between 90-100 (10%)						10%
Walkability Index score is between 80-89 (5%)						0%
Four or more bus routes stop within 0.25 mile of development entrance (5%)						5%
Development project has 20% or more studio units (5%)						0%
<b>Total with Zoning Requirements</b>						<b>160</b>

1. Residential performance-based ratios based on the Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated February 24, 2016.
2. The ratio shown above includes a reduction to the 0.75 and 0.50 space per unit rate for affordable housing based on units at 60% and 30% AMI, respectively, transit route credit (5%), and walkability credit (10%).
3. The ratio shown above includes a reduction to the 0.8 space per bedroom rate based on the transit route credit (5%) and walkability credit (10%).
4. Units with 80% AMI are considered market rate units.

**Bicycle Parking**

Per the City of Alexandria Bicycle Parking Requirements, the following outlines the bicycle parking requirements for the site:

- *Residential* – Three (3) Class 1 or Class 2 spaces for every 10 residential units; and one (1) Class 2 or Class 3 visitor space for every 50 residential units.

According to the above, the Ladrey Homes redevelopment is required to provide a total of 81 Class 1 or Class 2 bicycle parking spaces for residents and five (5) Class 2 or Class 3 bicycle parking space for visitors.

**Proposed Vehicle and Bicycle Parking**

The Ladrey Homes redevelopment will provide approximately 118 vehicular parking spaces, which is below the minimum 166 spaces required by the City of Alexandria Zoning Ordinance. All vehicular parking spaces would be located in a parking garage beneath the residential building.

The project will provide a minimum of 81 Class 1 or Class 2 bicycle parking spaces for residents and a minimum five (5) Class 2 or 3 bicycle parking space for visitor use, which meet the requirements of spaces for residents and for visitors as outlined by the City of Alexandria. Long-term bicycle parking for the development will be located in an indoor bicycle room. Short-term bicycle parking spaces will be located in a highly visible and accessible area on site.

**Off-Street Parking**

**Existing Off-Street Parking**

An evaluation of existing parking occupancy on the site was conducted on Thursday, May 4, 2023 and Saturday, May 6, 2023 to capture typical weekday and weekend off-street parking usage. The results of this study are included in Table 4. As shown in the table, the site parking occupancy remained below capacity during both the weekday and weekend periods. Under existing conditions, there are 75 parking spaces, of which five (5) are reserved for handicapped users. The off-street lot is shared between the three (3) existing buildings on the block.

**Table 4: Existing Off-Street Parking (Site Surface Lot)**

		10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM
Weekday	No. of Vehs. Parked	48	47	46	45	48	42	47	47	51	56	58
(Thursday)	Occupancy	64%	63%	61%	60%	64%	56%	63%	63%	68%	75%	77%
Weekend	No. of Vehs. Parked	47	52	49	50	46	--	--	--	--	--	--
(Saturday)	Occupancy	63%	69%	65%	67%	61%	--	--	--	--	--	--

Under existing conditions, at maximum, approximately 77 percent of spaces were occupied in the parking lot. This equates to 58 occupied spaces and 17 unoccupied spaces, indicating there is underutilized capacity in the surface lot.

**Proposed Off-Street Parking**

As proposed, the redevelopment will include the removal of approximately 49 of the total 75 existing surface parking spaces and the addition of approximately 118 below grade garage parking spaces. Assuming the usage of site parking remains similar following the redevelopment, the peak 77 percent usage would result in approximately 91 occupied spaces and 27 unoccupied spaces in the new garage serving the site at peak times.

Table 5 below provides a comparison between the existing and proposed on-site parking spaces, the approximate number of occupied parking spaces at peak, and the associated parking supply and demand ratios. As shown in the table, under existing conditions the supply of parking spaces is 0.29 spaces per unit, which exceeds the peak demand of 0.22 spaces per unit. The redevelopment proposed to provide parking in the below-grade garage at parking ratio of 0.43 spaces per unit. Assuming the same peak utilization percentage holds for the proposed development, the expected parking demand ratio is 0.34 spaces per unit, which is below the 0.43 spaces per unit parking supply. In summary, the existing peak usage demand ratio for parking does not exceed the supply ratio. The same is expected to be true with the proposed redevelopment, and with an even greater surplus of parking supply relative to demand, as compared to current conditions.

**Table 5: Existing and Proposed Off-Street Parking Comparison**

	Existing	Proposed
Number of Spaces	49	118
Number of Dwelling Units	170	270
Parking Ratio	0.29 spaces/unit	0.43 spaces/unit
Number of Occupied Spaces (assuming 77% occupancy)	38	91
Parking Demand Ratio	0.22 spaces/unit	0.34 spaces/unit

**On-Street Parking**

**Curbside Management**

Near the site there are many locations where public on-street parking is available. The existing curbside management in proximity to the site are shown in Figure 4. Public parking, particularly along Wythe Street, Pendleton Street, N Royal Street, and N Fairfax Street, is within ¼ mile walking distance to the site.

As part of the proposed redevelopment, the following changes will be made to the existing curbside management along the perimeter of the block, as shown in Figure 4:

- **N Royal Street:** As part of the proposed redevelopment, one (1) existing curb cut on N Royal Street will be retained. The existing N Royal Street curb cut will be used to access the proposed loading area for the redevelopment, as is the case today. An additional curb cut is proposed on N Royal Street to provide access to the proposed below-grade parking garage.
- **Pendleton Street:** As part of the proposed redevelopment, one (1) existing curb cut on Pendleton Street will be retained. The existing Pendleton Street curb cut will provide access to the remaining portion of the existing surface parking lot for the existing 399 Pendleton Street site.

- 
- Wythe Street: As part of the proposed redevelopment, three (3) existing curb cuts along Wythe Street will be removed, two (2) of which provide access to the existing pick-up/drop-off lay-by. Under proposed conditions, pick-up/drop-off activity will be accommodated with short-term parking spaces along Wythe Street.
  - N Fairfax Street: As part of the proposed redevelopment, the existing bus stop along N Fairfax Street will be relocated from its current location, approximately halfway between Wythe Street and Pendleton Street, to the northwest corner of the intersection of N Fairfax Street and Pendleton Street. The bus stop relocation will result in additional curbside space being allocated along N Fairfax Street for on-street parking.

These proposed changes would result in a net decrease in curb cuts along the perimeter of the site. Based on the proposed changes to curb cuts and on-street parking as part of the Ladrey Homes Redevelopment, no negative impacts to curbside parking conditions are expected.



Figure 4: Existing Curbside Management

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### ***On-Street Parking Occupancy***

An evaluation of on-street parking occupancy on the site was conducted on Tuesday, May 4, 2023 and Saturday, May 6, 2023 to capture typical weekday and weekend off-street parking usage. Parking occupancy data were collected hourly from 10:00 AM to 8:00 PM on the weekday and 10:00 AM to 2:00 PM on the weekend day. The time period was selected based on the expected confluence time of peak demand for the existing site and other nearby land uses. The results of this study are included in Table 6 and Table 7. As shown in the tables, the on-street parking occupancy remained below capacity on both the weekday and weekend evenings. The demand for parking was greatest along Wythe Street, which runs adjacent to the northern end of the site. On the weekday evening, occupancy there averaged 73 percent. On the weekend evening, the occupancy on Wythe Street averaged 69 percent. Additionally, there was unused parking capacity on Pendleton Street, N Royal Street, and N Fairfax Street.

On the whole, the greatest weekday parking occupancy was observed at 8:00 PM, when 69 percent of all available parking spaces in the study area were occupied. The greatest weekend parking occupancy of 59 percent was observed at 10:00 AM.

Although the proposed Ladrey Homes Redevelopment site is expected to provide less than the minimum number of vehicular parking spaces as required by the Zoning Ordinance, the occupancy study described above demonstrates there is sufficient on-street parking capacity to accommodate demand from the redevelopment.

### ***Residential Permit Parking***

The proposed Ladrey Homes Redevelopment site sits within the City of Alexandria's Parking District Zone 8, as shown on the City's Residential Permit Parking (RPP) District Boundaries map.

Per the City of Alexandria RPP for New Development Policy (approved June 13, 2017), future residents of a development with more than ten (10) units and within an existing parking district are not eligible for obtaining a City issued residential parking permit when either of the following conditions exist:

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

Condition 1 is not met because the maximum study area on-street parking occupancy was found to be 69 percent, and thus did not exceed the minimum threshold of 85 percent. Condition 2 is not applicable to the site because it is proposed to only include residential uses.

Because neither condition is met, future residents of the Ladrey Homes redevelopment would be eligible to apply for a residential parking permit.

**Table 6: Weekday Parking Occupancy - On-Street Parking**

Location	Limits	Capacity (Spaces)	10AM		11AM		12PM		1PM		2PM		3PM	
			Cars Parked	Occ.	Cars Parked	Occ.	Cars Parked	Occ.	Cars Parked	Occ.	Cars Parked	Occ.	Cars Parked	Occ.
Wythe Street	N St Asaph Street	16	11	69%	13	81%	18	113%	16	100%	12	75%	13	81%
	N Pitt Street	24	12	50%	14	58%	13	54%	16	67%	10	42%	16	67%
	N Royal Street	12	12	100%	10	83%	12	100%	10	83%	11	92%	11	92%
	N Fairfax Street													
	<b>Total</b>	<b>52</b>	<b>35</b>	<b>67%</b>	<b>37</b>	<b>71%</b>	<b>43</b>	<b>83%</b>	<b>42</b>	<b>81%</b>	<b>33</b>	<b>63%</b>	<b>40</b>	<b>77%</b>
Pendleton Street	N Pitt Street	17	10	59%	10	59%	9	53%	11	65%	12	71%	12	71%
	N Royal Street	20	10	50%	9	45%	11	55%	10	50%	9	45%	8	40%
	N Fairfax Street	32	13	41%	18	56%	20	63%	26	81%	25	78%	25	78%
	N Union Street													
	<b>Total</b>	<b>69</b>	<b>33</b>	<b>48%</b>	<b>37</b>	<b>54%</b>	<b>40</b>	<b>58%</b>	<b>47</b>	<b>68%</b>	<b>46</b>	<b>67%</b>	<b>45</b>	<b>65%</b>
N Royal Street	Montgomery Street	28	18	64%	13	46%	18	64%	20	71%	18	64%	30	107%
	Madison Street	21	12	57%	12	57%	11	52%	11	52%	12	57%	12	57%
	Wythe Street	24	12	50%	11	46%	13	54%	15	63%	11	46%	3	13%
	Pendleton Street	26	20	77%	19	73%	15	58%	16	62%	17	65%	11	42%
	Oronoco Street													
	<b>Total</b>	<b>99</b>	<b>62</b>	<b>63%</b>	<b>55</b>	<b>56%</b>	<b>57</b>	<b>58%</b>	<b>62</b>	<b>63%</b>	<b>58</b>	<b>59%</b>	<b>56</b>	<b>57%</b>
N Fairfax Street	Montgomery Street	31	23	74%	23	74%	28	90%	23	74%	22	71%	14	45%
	Madison Street	20	13	65%	12	60%	15	75%	12	60%	14	70%	12	60%
	Wythe Street	16	12	75%	6	38%	6	38%	4	25%	3	19%	13	81%
	Pendleton Street	24	15	63%	17	71%	14	58%	14	58%	15	63%	18	75%
	Oronoco Street	24	16	67%	18	75%	19	79%	20	83%	17	71%	18	75%
	Princess Street													
	<b>Total</b>	<b>115</b>	<b>79</b>	<b>69%</b>	<b>76</b>	<b>66%</b>	<b>82</b>	<b>71%</b>	<b>73</b>	<b>63%</b>	<b>71</b>	<b>62%</b>	<b>75</b>	<b>65%</b>
<b>Total</b>		<b>335</b>	<b>209</b>	<b>62%</b>	<b>205</b>	<b>61%</b>	<b>222</b>	<b>66%</b>	<b>224</b>	<b>67%</b>	<b>208</b>	<b>62%</b>	<b>216</b>	<b>64%</b>

**Table 6: Weekday Parking Occupancy - On-Street Parking (cont.)**

Location	Limits	Capacity (Spaces)	4PM		5PM		6PM		7PM		8PM	
			Cars Parked	Occ.	Cars Parked	Occ.	Cars Parked	Occ.	Cars Parked	Occ.	Cars Parked	Occ.
Wythe Street	N St Asaph Street	16	13	81%	11	69%	8	50%	9	56%	10	63%
	N Pitt Street	24	16	67%	18	75%	15	63%	15	63%	16	67%
	N Royal Street	12	11	92%	11	92%	11	92%	11	92%	12	100%
	N Fairfax Street											
	<b>Total</b>	<b>52</b>	<b>40</b>	<b>77%</b>	<b>40</b>	<b>77%</b>	<b>34</b>	<b>65%</b>	<b>35</b>	<b>67%</b>	<b>38</b>	<b>73%</b>
Pendleton Street	N Pitt Street	17	15	88%	11	65%	13	76%	15	88%	16	94%
	N Royal Street	20	5	25%	5	25%	10	50%	8	40%	9	45%
	N Fairfax Street	32	27	84%	23	72%	14	44%	15	47%	13	41%
	N Union Street											
	<b>Total</b>	<b>69</b>	<b>47</b>	<b>68%</b>	<b>39</b>	<b>57%</b>	<b>37</b>	<b>54%</b>	<b>38</b>	<b>55%</b>	<b>38</b>	<b>55%</b>
N Royal Street	Montgomery Street	28	12	43%	16	57%	24	86%	27	96%	26	93%
	Madison Street	21	7	33%	8	38%	11	52%	13	62%	14	67%
	Wythe Street	24	16	67%	15	63%	21	88%	22	92%	23	96%
	Pendleton Street	26	15	58%	15	58%	12	46%	15	58%	15	58%
	Oronoco Street											
	<b>Total</b>	<b>99</b>	<b>50</b>	<b>51%</b>	<b>54</b>	<b>55%</b>	<b>68</b>	<b>69%</b>	<b>77</b>	<b>78%</b>	<b>78</b>	<b>79%</b>
N Fairfax Street	Montgomery Street	31	9	29%	19	61%	27	87%	28	90%	28	90%
	Madison Street	20	3	15%	10	50%	10	50%	20	100%	20	100%
	Wythe Street	16	5	31%	0	0%	1	6%	2	13%	3	19%
	Pendleton Street	24	11	46%	7	29%	7	29%	6	25%	6	25%
	Oronoco Street	24	18	75%	21	88%	13	54%	18	75%	19	79%
	Princess Street											
	<b>Total</b>	<b>115</b>	<b>46</b>	<b>40%</b>	<b>57</b>	<b>50%</b>	<b>58</b>	<b>50%</b>	<b>74</b>	<b>64%</b>	<b>76</b>	<b>66%</b>
<b>Total</b>	<b>335</b>	<b>183</b>	<b>55%</b>	<b>190</b>	<b>57%</b>	<b>197</b>	<b>59%</b>	<b>224</b>	<b>67%</b>	<b>230</b>	<b>69%</b>	



**Table 7: Weekend Parking Occupancy – On-Street Parking**

Location	Limits	Capacity (Spaces)	10AM		11AM		12PM		1PM		2PM	
			Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy	Cars Parked	Occupancy
Wythe Street	N St Asaph Street	16	8	50%	8	50%	6	38%	8	50%	5	31%
	N Pitt Street	24	20	83%	16	67%	14	58%	15	63%	17	71%
	N Royal Street	12	14	117%	12	100%	11	92%	13	108%	12	100%
	N Fairfax Street											
	<b>Total</b>	<b>52</b>	<b>42</b>	<b>81%</b>	<b>36</b>	<b>69%</b>	<b>31</b>	<b>60%</b>	<b>36</b>	<b>69%</b>	<b>34</b>	<b>65%</b>
Pendleton Street	N Pitt Street	17	15	88%	15	88%	11	65%	16	94%	15	88%
	N Royal Street	20	12	60%	10	50%	9	45%	8	40%	10	50%
	N Fairfax Street	32	7	22%	6	19%	5	16%	4	13%	5	16%
	N Union Street											
	<b>Total</b>	<b>69</b>	<b>34</b>	<b>49%</b>	<b>31</b>	<b>45%</b>	<b>25</b>	<b>36%</b>	<b>28</b>	<b>41%</b>	<b>30</b>	<b>43%</b>
N Royal Street	Montgomery Street	28	20	71%	16	57%	12	43%	17	61%	19	68%
	Madison Street	21	12	57%	10	48%	8	38%	11	52%	12	57%
	Wythe Street	24	19	79%	15	63%	13	54%	14	58%	17	71%
	Pendleton Street	26	14	54%	14	54%	11	42%	11	42%	12	46%
	Oronoco Street											
	<b>Total</b>	<b>99</b>	<b>65</b>	<b>66%</b>	<b>55</b>	<b>56%</b>	<b>44</b>	<b>44%</b>	<b>53</b>	<b>54%</b>	<b>60</b>	<b>61%</b>
N Fairfax Street	Montgomery Street	31	21	68%	15	48%	11	35%	15	48%	16	52%
	Madison Street	20	14	70%	11	55%	8	40%	11	55%	12	60%
	Wythe Street	16	2	13%	2	13%	3	19%	3	19%	2	13%
	Pendleton Street	24	5	21%	6	25%	4	17%	6	25%	5	21%
	Oronoco Street	24	15	63%	11	46%	12	50%	13	54%	14	58%
	Princess Street											
	<b>Total</b>	<b>115</b>	<b>57</b>	<b>50%</b>	<b>45</b>	<b>39%</b>	<b>38</b>	<b>33%</b>	<b>48</b>	<b>42%</b>	<b>49</b>	<b>43%</b>
<b>Total</b>	<b>335</b>	<b>198</b>	<b>59%</b>	<b>167</b>	<b>50%</b>	<b>138</b>	<b>41%</b>	<b>165</b>	<b>49%</b>	<b>173</b>	<b>52%</b>	

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## Conclusions

This memorandum provides an overview of transportation options for the proposed Ladrey Homes Redevelopment in Alexandria, Virginia. The project consists of redeveloping the existing multifamily residential building, which consists of 170 dwelling units, and the former ARHA administrative building into a single multifamily residential building with approximately 270 dwelling units. Another multifamily residential building (399 Pendleton Street) occupies the southwest corner of the same block and will remain. Currently, the three (3) buildings share a surface parking lot containing 75 surface parking spaces. Of the existing surface parking lot, approximately 26 parking spaces of the total are to be retained for use by the 399 Pendleton Street site. The redeveloped site will include a below-grade garage containing approximately 118 parking spaces. The key findings of the transportation review of the site are as follows:

- The site is located in a very walkable, urban neighborhood and within walking distance from retail, restaurants, civic and community facilities, and other amenities.
- A number of transportation amenities and options are available in close proximity to the site including transit, bicycle, scooter, and pedestrian facilities. In particular, four (4) bus routes have stops within 0.25 miles, connecting the site to multiple Metrorail stations, elsewhere in Old Town Alexandria, downtown Washington, D.C., and multiple shopping areas.
- Based on requirements stated in the City of Alexandria's Zoning Ordinance, the site is required to provide a minimum of 166 vehicular parking spaces. The redevelopment plan proposes approximately 118 spaces in a below-grade garage. On-street parking under existing conditions was 63 percent for the weekday period and 50 percent for the weekend period.
- The project will provide a minimum of 81 on-site bicycle parking spaces for residents and a minimum of five (5) bicycle parking spaces for visitors, meeting the minimum bicycle parking requirements.
- Off-street parking occupancy under existing conditions was 77 percent at peak. For off-street parking on the site, the existing ratio of spaces to residential units is approximately 0.29 spaces per unit, whereas peak demand is less, at 0.22 spaces per unit. With the proposed redevelopment and construction of the below-grade parking garage, the future supply parking ratio is expected to be 0.43 spaces per unit, which would similarly exceed the expected peak parking demand ratio of 0.34 spaces per unit, assuming the existing peak parking occupancy remains. In summary, the existing peak usage demand ratio for parking does not exceed the supply ratio. The same is expected to be true with the proposed redevelopment, and with an even greater surplus of parking supply relative to demand, as compared to current conditions.
- Existing curbside management conditions, including on-street parking, are not expected to be negatively impacted by the proposed redevelopment.
- The proposed redevelopment does not meet either condition outlined in the City of Alexandria's RPP for New Development Policy, and therefore its residents would be eligible to apply for residential parking permits.

For the reasons outlined above, amenities on and near the site will provide adequate transportation options for residents and visitors of the proposed development.

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## TECHNICAL ATTACHMENTS

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## Attachment A: Site Trip Generation

### Trip Generation - Existing Uses

Existing 170 dwelling units

#### Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	221	170 du	14 veh/hr	49 veh/hr	63 veh/hr	41 veh/hr	26 veh/hr	67 veh/hr	764 ppl
<i>Calculation Details:</i>			23%	77%	=0.44X-11.61	61%	39%	=0.39X+0.34	=4.77X-4.66

#### Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	1.18 ppl/veh	17 ppl/hr	57 ppl/hr	74 ppl/hr	48 ppl/hr	31 ppl/hr	79 ppl/hr	902 ppl

#### Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	Auto	100%	17 ppl/hr	57 ppl/hr	74 ppl/hr	48 ppl/hr	31 ppl/hr	79 ppl/hr	902 ppl
Mid Rise Apartment	Transit	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Mid Rise Apartment	Bike	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Mid Rise Apartment	Walk	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl

#### Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	1.18 ppl/veh	14 veh/hr	49 veh/hr	63 veh/hr	41 veh/hr	26 veh/hr	67 veh/hr	764 veh

#### Trip Gen Summary for Existing Uses:

Mode	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Auto	14 veh/hr	49 veh/hr	63 veh/hr	41 veh/hr	26 veh/hr	67 veh/hr	764 veh
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Walk	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl

### Trip Generation - Proposed Uses

Proposed 270 dwelling units

#### Step 1: Base trip generation using ITEs' Trip Generation

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	221	270 du	25 veh/hr	82 veh/hr	107 veh/hr	65 veh/hr	41 veh/hr	106 veh/hr	1241 ppl
<i>Calculation Details:</i>			23%	77%	=0.44X-11.61	61%	39%	=0.39X+0.34	=4.77X-4.66

#### Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	1.18 ppl/veh	30 ppl/hr	96 ppl/hr	126 ppl/hr	77 ppl/hr	48 ppl/hr	125 ppl/hr	1464 ppl

#### Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	Auto	100%	30 ppl/hr	96 ppl/hr	126 ppl/hr	77 ppl/hr	48 ppl/hr	125 ppl/hr	1464 ppl
Mid Rise Apartment	Transit	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Mid Rise Apartment	Bike	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Mid Rise Apartment	Walk	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl

#### Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Mid Rise Apartment	1.18 ppl/veh	25 veh/hr	82 veh/hr	107 veh/hr	65 veh/hr	41 veh/hr	106 veh/hr	1241 veh

#### Trip Gen Summary for Proposed Uses:

Mode	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Auto	25 veh/hr	82 veh/hr	107 veh/hr	65 veh/hr	41 veh/hr	106 veh/hr	1241 veh
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Walk	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl

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## Attachment B: Walkability Index

**Ladrey Homes Redevelopment**  
Walkability Score Sheet

**Project Name:** Winn Ladrey Homes Redevelopment  
**Address:** 300 Wythe Street/600 N Fairfax Street  
**DSUP/SUP #:** \_\_\_\_\_

Category	Use or Service Type	0.25 mile or less	0.25 - 0.5 mile	Score	Details (business name, address, etc.)	Max Points	Total Points	
<b>Food Retail</b>	Supermarket or grocery with produce section (min 5,000 gross sf)	15	5	15	Harris Teeter	15	15	
<b>Community-serving retail</b>	Convenience Store	7	3			20	19	
	Farmers Market (min. 9 months per year)	5		5	Old Town North Farmer's Market			
	Hardware Store	5						
	Pharmacy	5		5	Harris Teeter Pharmacy			
	Other Retail		3		3			Kim's Cleaners
					3			Goldfinch Home Goods
<b>Services</b>	Bank (not ATM)	5				20	20	
	Family entertainment venue (e.g. theater, sports)	5						
	Gym, health club, exercise studio	5		5	OneLife Fitness Old Town			
	Hair care	5		5	Beauty to Envy			
	Laundry, dry cleaner	5		5	Ann Dry Cleaners			
	Restaurant, café, diner (excluding those with only drive-thru only service)	5	5	5	The Italian Place			
<b>Civic and community facilities</b>	Adult or senior care (licensed)	3				35	32	
	Child care (licensed)	3		3	Great Beginnings Early Learning Center			
	Cultural arts facility (museum, performing arts)	5						
	Education facility (e.g. K-12 school)	10	5	5	Potomac Crescent Waldorf School			
	Education facility (e.g. university, adult education center, vocational school, community college)	5		5	Art League School Madison Annex			
	Government office that serves public on-site	3						
	Medical clinic or office that treats patients	3		3	Higi medical clinic			
	Place of worship	5						
	Police or fire station	3						
	Post Office	5						
	Public library	5						
	Public park	10	5	10	Oronoco Bay Park			
	Community recreation center	3		3	Dee Campbell Rowing Center			
	Social services center	3		3	Alexandria Redevelopment and Housing Authority			
<b>Community anchor uses</b>	Business office (100 or more FTE)	10	5	10	United Way	10	10	

<b>Total*</b>	<b>100</b>	<b>96</b>
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APPLICATION

**DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**

DSUP # \_\_\_\_\_ 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

*Steven M. Mikulic*  
\_\_\_\_\_  
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: \_\_\_\_\_

**Applicant Information Attachment**  
**DSUP #2023-10011 Application**  
**300 Wythe Street and 600 N. Fairfax Street**

**APPLICANT:**

**Name:** Alexandria Redevelopment and Housing Authority, by its agent Ladrey Developer LLC

**Address:** 401 Wythe Street, Alexandria, VA 22314

**Phone:** 703-549-7115

**Email:** [tjones@ARHA.US](mailto:tjones@ARHA.US)

**AGENT CONTACT INFORMATION:**

**Name:** Ladrey Developer LLC c/o Christopher Jones

**Address:** 1101 30<sup>th</sup> Street NW, Washington DC, 20007

**Phone:** 202-871-7141

**Email:** [cjones@winnco.com](mailto:cjones@winnco.com)

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.

## 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.		
2.		
3.		

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

**3. Business or Financial Relationships.** Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

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

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

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

Date
Printed Name
Signature

**Ownership and Disclosure Attachment**  
**DSUP #2023-10011**  
**300 Wythe Street and 600 N. Fairfax Street**

Tax Map Parcels: 054.02-12-01; 054.02-13-02

**1. APPLICANT**

**A. Ladrey Developer LLC**

Name	Address	Percentage of Ownership
WinnDevelopment Company Limited Partnership	One Washington Mall, Suite 500 Boston, MA 02108 c/o Gilbert Winn, CEO	85%
IBF Development of Virginia LLC	1530 Wilson Blvd., Suite 650 Arlington, VA 22209 c/o Rob Richardson	15%

**2. OWNER**

**Alexandria Housing and Redevelopment Authority**

Name	Address	Percentage of Ownership
Alexandria Housing and Redevelopment Authority	401 Wythe Street, Alexandria, VA 22314	100%

**3. DISCLOSURES**

**NO BUSINESS OR FINANCIAL RELATIONSHIPS TO DISCLOSE**

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.)

**The Ladrey - DSUP #2023-10011**  
**Narrative Description Attachment**  
**300 Wythe Street and 600 N. Fairfax Street**

The Alexandria Redevelopment and Housing Authority, through its agent Ladrey Developer LLC (collectively the “Applicant”), proposes to rezone the properties located at 300 Wythe Street and 600 N. Fairfax Street (collectively the “Property”) to the RMF zoning district, amend the Old Town North Small Area Plan (“OTNSAP”), and seek approval of a Development Special Use Permit (“DSUP”) to permit redevelopment of the Property as a 100% affordable, residential multi-family development.

The Property is currently occupied by the 11-story Ladrey Apartments and an administrative building for the Alexandria Housing and Redevelopment Authority. The Property contains approximately 56,520 SF or 1.2975 acres. Bounded by Wythe Street to the north, and Pendleton Streets to the south, and with N. Royal Street to the west, and N. Fairfax Street to the east, the Property is identified as Site #4 on Figure 2.07 of OTNSAP.

The Property is adjacent to development on all sides, including the Alexan Florence and Oronoco Bay Condominiums. Both the residential townhomes to the south of the Property, and the office building at 700 N. Fairfax Street to the north, are identified as sites for future redevelopment per the OTNSAP.

The Applicant’s proposal, as detailed in the Preliminary Plan submitted as part of this DSUP application, includes the replacement of 170 units of aging, unsuitable public housing reserved for existing and prospective tenants who qualify as elderly, or as an individual with a disability, as currently determined by ARHA.

In place of these existing units, and consistent with the City’s Resolution 2876, the Applicant proposes a 100% affordable development, fully replacing all 170 existing public housing units with units affordable up to 30% of AMI, and developing 100 new units available at up to 60% and 80% of AMI, within a residential multi-family development of approximately 245,626 GSF, inclusive of a total of 270 residential units and 12,820 sf of amenity space. The proposed building height includes several heights achieved through height transitions and setbacks, ranging between 55’ and 80’. The Applicant proposes to make use of Section 7-700 bonus density and height for the provision of affordable housing on the Property.

The project as proposed intends to retain most or all of the existing residents of the Ladrey, consistent with the Tenant Relocation Plan submitted alongside this DSUP application and approved by the Landlord Tenant Relations Board on October 4, 2023. The project shall continue the long-standing practice of offering units specifically for those individuals 55 years of age or older, and for individuals with disabilities, across all 270 dwelling units. See also the Draft Affordable Housing Plan submitted alongside this DSUP application.

In addition to the critical protection of existing affordable housing stock, and the addition of new committed affordable units in a desirable and vibrant portion of the City, the project achieves important goals as identified in the OTNSAP. These changes will dramatically alter the context of

the Property, replacing an aging building that is inconsistent with the OTNSAP to deliver a project that better fits within the context of surrounding development. The project will include the activation of Wythe Street by locating amenity and resident services along the primary façade, multiple open green spaces at grade along Wythe and Fairfax Streets, widened circulation along the Wythe Street greenway, and a dedicated installation for artwork along the Fairfax Street Arts Corridor.

A rooftop amenity will provide residents with dedicated views to Old Town Alexandria and the Potomac River, and a central internal courtyard provides additional outdoor space for residents at ground level. Parking is provided by one level of below grade parking.

The proposed development achieves the specific principles outlined in the OTNSAP for the Property:

### **Subarea 2 – Predominantly Residential**

- *Utilize building heights that respect the surrounding context and scale.*

The proposed building utilizes a variety of height and setback transitions through architectural design to respond to the surrounding context of the Property. The building is 7-stories along Wythe Street, but steps down to 6-stories along N. Fairfax Street and further down to 5-stories at the corner of Fairfax and Pendleton Streets.

- *Promote residential building designs that convey residential character through architectural elements on street frontages, ensuring that buildings are oriented to the street.*

Building design incorporates ‘townhome-style’ elements along Fairfax Street that evokes the residential character of the surrounding community, including stoops and bay windows. Juliet balconies are provided throughout the façade design along N. Fairfax and Wythe Streets to encourage resident interaction with the street.

- *Create attractive and active frontages by providing landscaping, stoops, and similar elements in residential buildings with ground floor units.*

Ground Floor units are provided with private entrances with stoops facing N. Fairfax Street. The proposed landscape design includes the addition of new street trees, planters, and seating areas along N. Fairfax and Wythe Streets. Wider, taller openings are provided at the level 1 lobby and amenity space.

- *Create contextual transitions between less intense residential uses and adjacent higher intensity developments by incorporating height variety and transitions, landscape buffers, and other similar means identified in the Design Standards and Guidelines.*



The proposed building maintains a taller 7-story height along Wythe Street reflecting the taller heights of the adjacent residential and office buildings. At the corner of N. Fairfax and Wythe Streets, the building steps down to 6-stories. The building further steps down to 5-stories at the corner of N. Fairfax and Pendleton Streets, across from lower-scale existing residential buildings, while retaining compatibility with the redevelopment suggested for that property in the OTNSAP.

- *Provide a combination of private and public open spaces as part of new developments that are visible and clearly accessible from the street.*

The proposed building provides a variety of public open spaces through building setbacks and massing breaks along N. Fairfax and Wythe Streets. Building service equipment at the corner of N. Fairfax and Wythe Streets has been located underground to provide a pocket park/public space at grade with hardscape, planting, and seating.

The building form provides a private internal courtyard for building residents. A proposed pocket park along N. Fairfax is aligned with an internal, 2-story amenity space which visually connects the pocket park to the private courtyard.

- *Integrate new commercial uses, where permitted, in a compatible manner with the adjoining buildings and uses.*

Contextual amenity spaces, such as resident services and amenity spaces, are located along the Wythe Street corridor.

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

- 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?



APPLICATION

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

PROPERTY LOCATION: \_\_\_\_\_

APPLICANT

Name: \_\_\_\_\_

Address: \_\_\_\_\_

PROPERTY OWNER:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Interest in property:

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

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

- Yes: If yes, provide proof of current City business license.
No: If no, said agent shall obtain a business license prior to filing application.

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

Print Name of Applicant or Agent Signature
Mailing/Street Address Telephone # Fax #
City and State Zip Code Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY
Application Received: Fee Paid: \$
Legal advertisement:
ACTION - PLANNING COMMISSION ACTION - CITY COUNCIL:

**Applicant Information Attachment**  
**MPA/RZ Application**  
**300 Wythe Street and 600 N. Fairfax Street**

**APPLICANT:**

**Name:** Alexandria Redevelopment and Housing Authority, by its agent Ladrey Developer LLC

**Address:** 401 Wythe Street, Alexandria, VA 22314

**Phone:** 703-549-7115

**Email:** [tjones@ARHA.US](mailto:tjones@ARHA.US)

**AGENT CONTACT INFORMATION:**

**Name:** Ladrey Developer LLC c/o Christopher Jones

**Address:** 1101 30<sup>th</sup> Street NW, Washington DC, 20007

**Phone:** 202-871-7141

**Email:** [cjones@winnco.com](mailto:cjones@winnco.com)





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:  
The proposed amendments permit the redevelopment of two aged properties into a modern, mixed-income, fully affordable residential project which embodies OTNSAP guidelines for design. Additional benefits include the reduction of height on the existing site to conform with surrounding development, undergrounding of parking and utilities, and enhanced streetscapes along Wythe and N. Fairfax. Amendments to the OTNSAP include changes to the height map (related to proposed height increase for the project) and to the Development Table.
- 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):

THE  
**ORONOCO**  
WATERFRONT RESIDENCES

January 23, 2024

Mr Karl Moritz  
Director, Planning and Zoning  
Staff Reviewer, Alexandria Planning Commission  
Alexandria City Hall  
301 King Street  
Alexandria, VA 22314

Dear Mr Moritz,

At January 4, 2024 Planning Commission hearing concerning the Ladrey Project, the Commission offered members of the public the opportunity to comment. The staff report about the meeting and the project included a summary of views expressed by members of the public.

At p. 6 of the report's summary, Ann Shack, identified as "representing Tobacco Quay and the Oronoco", is recorded to have expressed views on the project. Several residents of the Oronoco who were in attendance at the meeting confirmed to us that Ann Shack indeed identified herself as "representing...the Oronoco."

The Oronoco, a condominium, is represented by its elected homeowners association, which under Virginia law and regulation is governed by its Board of Directors, the Secretary of which is the authorized signatory of this letter. The project developers and their legal counsel know these facts and have been in regular contact with the Oronoco both directly and through our legal counsel.

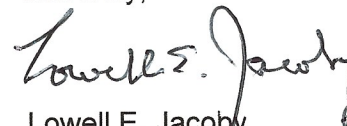
If our homeowners association has views on this project that it believes should be conveyed to the appropriate authorities, including the planning commission, it will certainly express those and knows precisely how to do so.

Therefore, please be advised that Ann Shack is not a resident of the Oronoco and has never been a resident of the Oronoco. Ann Shack has never represented the Oronoco and does not now represent the Oronoco.

Please ensure that the record is corrected forthwith.

Thank you for engaging with us and with the public on this matter.

Sincerely,



Lowell E. Jacoby  
Secretary/Treasurer  
Oronoco Unit Owners Association  
601 North Fairfax Street  
Alexandria, VA 22314

Copies to:

Mr Robert M. Kerns

Ms Catherine Miliaras

Ms Stephanie Sample

Mr Steven M. Mikulic